

## Prices and Prospects.

COKE SUPPLIES AT FURNACES  
MUCH LIKE AVERAGE IN MARCH

Light Improvement Is Due to  
Heavier Output of  
By-Product.

## COKE SUPPLY STILL SHORT

the Coke Region's Requirements;  
Three New By-Product Plants Near-  
ing Completion; 956 Ovens Expected  
to Be in Full Operation by August.

Special to The Weekly Courier.

PITTSBURGH, May 1.—Coke supplies blast furnaces have measurably improved since last report, although improvement is only slight. The public iron and steel companies have been in the market for coke since Monday the Carnegie Steel company blew the idle stack at the Lehigh plant, also the stack at Niles, Ind. 51 furnaces in blast out of 59, against 49 stacks active for several weeks past. Many of the blast furnaces are still operating at gauged rates, not having enough coke for full blast.

Estimates are that on the whole pig production has been at a slightly higher rate in the central west in April than in March, but the increase has been a very moderate one. As to supplies of Connellsville coke, they are averaged scarcely any better in April than in March, and several firms' interests complain that their supplies have been less. One furnace operator states that it has had more coke in the past fortnight than even in January or February.

Part of the improvement in coke supplies at blast furnaces, and probably the major part of the improvement, has been due to heavier output of the by-product ovens, which for some time past have been receiving supplies of coal, resulting in an output of 90 per cent of capacity or more.

Coke operators are decidedly disappointed at the continued difficulty of the roads in experiencing in bringing coke supplies to the Connellsville region up to the requirements. Supplies are reported better in the last few days, but these reports for short periods are not given much weight any more, the trade having such unpleasant experiences in the past, with better supplies reported a few days, and then very poor supplies bringing the average down as usual.

As the railroads are probably doing their best by the coke operators suggested by the fact that supplies of coke cars in the Pittsburgh district, well as at the Connellsville plants, load coal, have been very poor over the past ten days, although roads are under instructions to push as heavy supplies as at all possible. The coal mines having restrictions by the Fuel Administration are being fairly well supplied, their cars come out of the general supply and the other mines have correspondingly smaller supplies.

Coke continues to be a rarity in the market, offerings being quite exceptional in the case of both furnace and foundry. The market remains stable at the government limits, as follows:

180-oven plant of the American and Wire company at Cleveland is making its first coke next week, and expected to be in full operation in a couple months thereafter. The Clairton plant of the Carnegie Steel company, with 640 ovens, is the Lorain plant of the National Steel company, with 208 ovens, are expected to begin making coke about end of June, to attain full production probably in August. The three plants will probably make over 75,000 tons of coke a week. To what extent Connellsville coke output will be used in this connection is problematical. There are mine facilities for producing additional coal but on account of labor scarcity, and the necessity of transporting the Cleveland and Blair by-product coal, there will be less by some reduction in the Blair coal output. The Clairton plant will all move by water.

The local pig iron market has been stable, with the only transactions in connection with government orders. The furnaces are well sold up, and taking care of orders based on government requirements. It is noted that consumers with government orders sometimes call for more pig iron than they can really need, as the government orders are a means for securing extra tonnage for war purposes. Transactions are at the set maximum prices, as follows:

Canada's Coal Needs.  
Canada will need 16,000,000 tons of coal this year.

## Review of the Connellsville Coke Trade.

## Statistical Summary.

PRODUCTION.	WEEK ENDING APRIL 27, 1918.				WEEK ENDING APRIL 20, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	10,904	17,371	2,625	185,815	10,919	17,311	2,008	180,415
Lower Connellsville	17,609	15,147	2,222	158,050	17,609	15,147	2,212	156,239
Totals	27,663	32,518	4,847	343,865	27,528	32,458	4,220	336,654

FURNACE OVENS.	WEEK ENDING APRIL 27, 1918.				WEEK ENDING APRIL 20, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	16,812	15,292	1,550	156,895	16,842	15,272	1,570	152,131
Lower Connellsville	5,826	4,853	963	46,690	5,826	4,853	963	45,459
Totals	22,638	20,145	2,513	203,495	22,668	20,125	2,533	197,590

MERCHANT OVENS.	WEEK ENDING APRIL 27, 1918.				WEEK ENDING APRIL 20, 1918.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,132	2,679	173	28,920	3,077	2,630	138	28,512
Lower Connellsville	11,473	10,581	1,250	111,450	11,443	10,594	1,219	110,774
Totals	14,605	13,260	1,423	140,370	14,520	13,224	1,357	139,286

SHIPMENTS.	WEEK ENDING APRIL 27, 1918.				WEEK ENDING APRIL 20, 1918.			
	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.	Cars.	Tons.
To Pittsburgh	1,289	45,390	1,231	44,061	1,289	45,390	1,231	44,061
To Points West of Pittsburgh	1,289	45,390	1,231	44,061	1,289	45,390	1,231	44,061
To Points East of the Region	1,289	45,390	1,231	44,061	1,289	45,390	1,231	44,061
Totals	3,867	136,167	3,701	132,182	3,867	136,167	3,701	132,182
By River	1,760	60,500	1,760	60,500	1,760	60,500	1,760	60,500
TOTAL	3,867	136,167	3,701	132,182	3,867	136,167	3,701	132,182

COAL FAMINE WILL  
FOLLOW CONTINUED  
SHORTAGE OF CARS

Is Belief of the National Association of Coal Operators.

QUICKER LOADING  
AND UNLOADING OF  
CARS BEING URGED

Output Much Below Maximum of Full-Time at This Season; Lack of Steady Work, Due to Lack of Cars, Affecting Labor Supply, Seriously.

While the government's report showed an increased output of 256,000 tons in the production of bituminous coal for the week ended April 20, as compared with the previous week, the National Coal Association's review of the situation, obtained from the principal mining fields, sounded a warning that the nation would be faced next winter with a worse famine than that experienced in January and February last, unless radical steps were taken to readjust traffic on the Eastern transportation lines.

Figures compiled by the Geological Survey show that 11,230,000 tons of coal were mined during the week ended April 20, or within 30,000 tons of the record week of the year. The coal operators hold that this is far below the maximum full-time output and assert that it is essential to maintain maximum production steadily if serious slowing down of the war industries is to be averted.

It is hoped that the proposed agreement over the purchase of railroad fuel will tend to distribute the coal supply more equitably and help production. There are some officials who believe that a more radical curtailment of transportation facilities to the so-called non-essential commodities must be enforced in order to accelerate the movement of coal cars.

"This is the season of the year when the mines should be working at top speed to produce stock for storage against the needs of next fall and winter," the National Coal Association statement reads. "The mines, however, are not working at top speed, nor at a rate even approaching top speed. In the face of the heaviest demand for coal in the country's history the mines have been so hindered by insufficient coal supply that they have made little if any headway over last year's record—a record which fell 50,000,000 tons short of meeting the nation's demands."

"Options of operators in the great producing area east of the Mississippi, which furnishes more than 90 per cent of the country's bituminous coal, requested by the National Coal Association, are almost unanimously to the effect that the coal shortage next winter will be worse than that of last winter unless the mines are furnished enough cars to enable them to increase, materially, their present rate of production."

"Operators in Pennsylvania fields inform the National Coal Association that it is the consensus of opinion that the coal shortage next winter will be worse than last. Coal shortage is at present the main factor limiting production. Lack of steady work due to the coal shortage has driven labor away from the mines, and the present prospect is that both labor shortage and coal shortage will be serious factors next fall."

"We are facing a shortage just as serious as, and possibly more serious, than that of last year," operators in West Virginia fields have telegraphed the National Coal Association. "There are no reserve stocks and transportation apparently cannot be expected to improve."

"Ohio producers with a full-time output of 60,000,000 tons annually, report: 'Tens of thousands of tons of coal are lost daily for lack of transportation facilities. This coal is demanded by domestic consumers, public utilities and industrial plants who

desire to accumulate a reasonable surplus. The coal thus lost cannot be made up later in the season. A full coal supply from now until next spring will be more than fill the demand.'"

"Southwest Virginia operators report that the situation is more serious now than at this time last year. Unless coal supply and labor conditions improve, we are going to face a more serious condition this year than last."

LARGE INSPECTION  
FORCE WILL CLOSELY  
WATCH COAL OUTPUT

To Keep the Grade Up to the  
Fuel Administration's  
Requirements.

## TO COVER 20 DISTRICTS

One Hundred and Fifteen Men Will Be Employed to See That Poor Coal Does Not Reach Ship Bunkers and Plants Making War Munitions, Etc.

The work of getting the coal inspection machinery of the Fuel Administration into working order in the different coal producing fields is progressing satisfactorily to Charles M. Means, chief of the inspection division, with headquarters in Washington. In a recent interview he stated that by April 20, 1918, there will be 115 inspectors assigned to duty in 20 different bituminous districts, among which is the Connellsville region, already provided with an inspection staff.

It will be the duty of these inspectors to inspect more than 500,000,000 tons of bituminous coal produced this year. The object of the inspection system by the Fuel Administration is to insure a supply of high-grade coal for fuel to bunker ships, supply locomotives, munition and other essential plants of the government and to see, if possible, that private consumers receive clean coal for household purposes.

"One of the principal objects of the coal inspection system," said Chief Inspector Means, "is to bring fuel coal up to the standard it was in times before this country entered the war. Then the coal operators had competition, and had to sell clean coal in order to meet competition."

"The abnormal demand for coal last year and the government fixed prices for the product destroyed the law of supply and demand and caused a great amount of unclean coal to be marketed. The clean coal movement of the Fuel Administration is the outgrowth of the plan adopted by the National Coal Association some months ago."

"Had coal been sold on the open market and other essential government industries, and our aims will be to avoid a repetition of this in the future."

"Under past labor conditions it has been practically impossible for the operators to enforce discipline. We expect that there will be a greater shortage of coal in the Pittsburgh district next winter than last, on account, mainly, of the lack of transportation facilities. The munition and other essential plants of the government will require more fuel from this district next winter, and there will be little fuel available for non-essentials."

"Also we expect in this district a greater labor shortage at the mines than last winter. Many of the mines, on account of inadequate coal supplies, have left the mines and engaged in other fields of labor. With an increased coal supply next winter, there will be fewer men to load them."

## NEW COKE PRICES

Are Fixed for Four Counties in Coke Fields of West Virginia.

New coke prices announced by the Fuel Administration are as follows: Coke in Marion and Harrison counties, West Virginia, \$6.25 for blast furnace, and \$7.25 for 72-hour selected foundry. In Barbour and Randolph counties, \$6.25 for blast and \$7.75 for 72-hour.

Add to Drawing Equipment.

The Orient Coke company is adding three Corvinton coke drawing machines to its equipment, making four in all. Three are now in operation, the fourth not having been received from the factory.

## Production and Output.

PERSISTENT FLUCTUATION IN  
COKE CAR SUPPLY CONTINUES

## COKE TRADE SUMMARY.

The fluctuation in car supply, from 100 per cent to 30 per cent, and back again, or from day to day, continues to be the only persistent feature of the situation. This condition has caused to excite comment among the producers, except speculation as to when it will cease, while it tends more and more to produce a general disappointment at the prospect of early or permanent improvement.

Last week's shipment records to Pittsburgh and Western destinations not being available, definite information as to tonnage cannot be given except to the fact where the shipments totaled 45,390 tons, a gain of 1,234 tons. River shipments increased 7,120 tons to a total of 17,520 tons. Gauged by car supply, which averaged about the same as during the previous week, the shipments of last week probably did not exceed 305,000, or 310,000 tons.

This week began with a 100 per cent car supply dropping to 70 per cent Tuesday and 50 yesterday with no certainty that the latter will be continued.

The furnace situation is slightly improved through heavier production of by-product coke than increased supplies of beehive.

The prospect of 956 new by-product ovens, coming into blast by August is attracting attention, particularly as to the effect upon the Connellsville region. These ovens, when running full, will produce 15,000 tons a week, which will be a factor of no mean importance if the existing car situation undergoes no change for the better meantime.

Causes Disappointment at the  
Prospect of Permanent  
Improvement.

## A WEEK'S GOOD BEGINNING

Has Proven to Invariably Have a Poor  
Ending With a Low Average; Pro-  
gressive Headway Not Possible So  
Long as This Condition Prevails.

About the only persistent feature of the coke situation is the persistence with which the car supply fluctuates. This has so long been a characteristic of the week to week conditions that it no longer excites comment among coke men, except speculation as to when it will cease, while it is tending more and more to cause them disappointment at the prospect of early or permanent improvement.

For more than a month past the successive weeks have been ushered in with a 100 per cent distribution of cars, which the plans with their present labor forces cannot fully load. Some empties are left over to the following day which, added to that day's placement, often makes another 100 per cent supply, but only nominally so. Then on the following days of the week the supplies jump about from 20 to 70 per cent, or the reverse, closing with an average of 55 to 60 per cent for the week. Under these conditions progressive headway in increasing shipments becomes an impossibility, as the records have demonstrated.

The operators are facing the situation with as much equality as they can command but they seek in vain for any signs, portents, omens or assurances that the week next in the future will be better than those that have passed. In fact, they are becoming to have a firmer faith in Patrick Henry's injunction to "judge the future by the past," hence they look forward to a week beginning with a full car supply as certain to close with a low weekly average. This was the case last week which began well but ended poorly, the average being somewhat less than 50 per cent. During this time there was a recurrence of irregularity in distribution as well as a wide fluctuation in the number of cars available. A number of plants failed to secure cars on one day, still others, being without cars for two days, continued in operation only by stocking their coke.

This week is proving no exception to the rule, having begun with a full car supply on Monday, dropping to 70 per cent Tuesday, 50 per cent yesterday and with reasonably certain prospect that the latter rate will not be exceeded, and may not be reached, during the latter half.

The actual movement of coke by rail last week cannot be determined, scale records covering the shipments to the Pittsburgh and Western points not being available at the time this report goes to press. Data on Eastern rail shipments and river movement points the shipments were 1,234 cars carrying 45,390 tons, an increase of 1,234 tons. River shipments were increased by 7,120 tons to a total of 17,520 tons. Gauged by the car supply, which was very much like that of the previous week, the shipments for the week ended Saturday, April 27, very probably ranged between 305,000 and 310,000 tons.

Operation continues to be restricted by the up and down shifts in car supply, although a slight weekly gain has been noted since the passing of the Easter celebrations. For the week ended Saturday, April 27, the production is estimated to have been 343,865 tons, a gain of 6,989 tons over the previous week. This was divided between the operations in the proportion of 203,135 at furnace ovens and 140,730 at the merchant ovens. By districts the production was: Connellsville, 185,815 tons; Lower Connellsville, 158,050 tons.

The Third Liberty Bond campaign has aroused considerable interest among the coke plant employees. Local committees have given direction to the work with the result that many plans have been enrolled every employee as a subscriber, while at others that distinction is expected to be attained before the campaign closes. In the aggregate the bond purchases by the coke workers will be a very important factor in enabling the different communities to reach or exceed their quotas.

## INJUNCTION ASKED.

Stockholders in Uniontown Concern  
Want Dividends Stopped.

PITTSBURGH, May 1.—A hearing was commenced in court here yesterday on a bill in equity asking that the Thompson-Connellsville Coke company be restrained by injunction from declaring dividends until after the annual stockholders' meeting on May 5. P. D. Glover and John W. MacGregor, stockholders, who own 175 shares of the company's stock, are the plaintiffs and claim that the financial condition of the company does not justify dividends. If dividends are paid they allege they will have to come out of the company's assets. The company is capitalized at \$2,000,000.

## BUILDING OF CARS AND LOCOMOTIVES NOT MOVING RIGHT

Too Much Time Has Been Lost  
In "Standardization," Not  
Now Needed.

### NO INCREASE THIS YEAR

Is the Prospect in Locomotive Building; New Car Program Cannot Be Completed Until Next June, After Going Through Another Winter.

There is increasing insistence on the part of a large number of men, adequately familiar with railroading, manufacturing and commerce generally, that the car and locomotive building program of the government should be expedited. The feeling comes out in private communications, in articles in the press, and upon the occasion of such gatherings as the annual meeting recently of the Chamber of Commerce of the United States, says the American Metal Market.

To urge that a given government work should be expedited, is, unfortunately, to appeal, to critics, for there has been much said recently of various "governmental" activities having proceeded less rapidly than they should. In this case, however, it is not a matter of criticism of slowness, for nothing of that sort is asserted to exist. What is called the "delay" in the placing of orders for cars and locomotives is attributable to the authorities taking time for consideration as to certain details, and also to wishing to avoid the possibility of interfering with the shipbuilding program.

A considerable amount of time has been spent in preparing standardized designs, for both cars and locomotives. There is something so alluring about "standardization" that it is apt to be sought when it is not needed. The frankly given opinion of many experts is that, as applied to locomotives at least, the standardization contemplated does not constitute a good feature. The argument in its favor seems to be that the standardized locomotives can travel anywhere and be more readily repaired than the various designs now in service, once these latter travel off their own tracks.

Many authorities, however, weigh the argument in the balance and find it wanting. As to expediting the building of locomotives, it is asserted by no less an authority than the Railway Gazette that the plan promises no increase in production by the shops this year, and possibly a decrease, while in 1919 there might be an increase of 10 per cent in output, comparing the standardized locomotives with the various designs as they have been built. The point is that the shops are already prepared to build such locomotives as they have built in the past, while for the new designs they would have to make preparation.

As to freight cars, it seems to be accepted in substance by all parties to the discussion, that if the orders for 100,000 freight cars were placed at once the first cars would not be turned out until about August 1st. As to the rate of building thereafter there are divergences of opinion, but one high authority asserts that in the circumstances the shops could not turn out more than 10,000 cars a month. There would be barely two months left, after August 1st, to the crop-moving season, and only four months until winter weather would presumably slow down railroad operations. Deliveries, at 10,000 cars a month, would not be completed until June 1, 1919, or after the railroads had gone through another winter and had had two or three months' time to recover from its effects.

If these assumptions represent the true state of the case it certainly would appear that carrying out the program with as much expedition as possible would not interfere with other war activities. If there is to be until August 1st for the assembling of materials to build the first cars the railroads would hardly be burdened with the movement to such an extent as appreciably to affect their service to other war activities. If cars can be built only at 10,000 a month, there would be only about 100,000 gross tons a month, when the capacity, in terms of finished rolled steel, is 3,000,000 gross tons a month. The three per cent is not much. It is true shipbuilding is a prime consideration, but last January ships that had been in service were prevented from sailing by insufficiency of transportation, and shipbuilding in January and February was interfered with likewise. Possibly the existence of more cars would not have helped in that emergency, for the trouble was lack of movement rather than lack of cars, but locomotives certainly would have helped, and the locomotive program is not being rushed any more than the car program.

### WOMAN IS KILLED

And Her Male Companion Seriously Injured in Auto Accident.

Mrs. Bessie Coffman Yarris of Uniontown was killed and her companion Harry I. Schupp, superintendent of the Thompson No. 2 mines, was injured in an automobile accident which occurred Sunday afternoon just as they were crossing from the Morgantown road that leads to the Uniontown Country club. The car struck a concrete bridge and turned completely over and the passengers were pinned under it in the creek.

Mrs. Yarris was recently married to Andrew Yarris who is somewhere in France and is one of the best known young women of Uniontown. The couple left Uniontown Sunday afternoon intending to take a short ride to try out a new car. Schupp, who is in the Uniontown hospital, is married and resides at Thompson No. 2.

## CONFIRMATION OF SALE OF THOMPSON COAL TO FRICK IS BEING OPPOSED

Holders of First Mortgage Liens Ask That Claims Be Protected; Charge Unfair Dealing by Trustee.

Charging that the trustees in bankruptcy of the estate of J. V. Thompson were not dealing fairly with the holders of first mortgage liens on Thompson property in Greene county, Attorney A. F. Silveus of Waynesburg, and an array of legal talent appeared before Judges Charles P. Orr and W. H. S. Thompson in the United States District Court in Pittsburgh Thursday and protested against ratification of the trustees' sale of large coal tracts to the H. C. Frick Coke company.

The sale of the land, which covers more than 7,000 acres of coal property in Greene county, was consummated a little more than a month ago, at a price aggregating \$3,877,000. At the time it is reported that there were in the neighborhood of 1,800 judgments against the property, and numerous mortgages. The Frick company refused to accept the trustees' deed for the property unless all first lien holders temporarily relinquished their claims and allowed a clear title to be granted.

According to Attorney Silveus, the property has been advertised for sale and there is great danger of the first mortgage holders' claims being depreciated. He said the creditors wanted some assurance that they would obtain adequate protection for their claims if a clear title was granted before the mortgages were paid.

Attorney Silveus presented an order drawn at the request of a number of creditors which would require the trustees either to sell the property subject to the encumbrances or immediately settle all first mortgage claims upon receipt of the purchase price, which is to be paid in cash. Attorney Silveus further contended that the trustees had no right to sell the property free of encumbrance without having secured the consent of all first lien holders.

David M. Hartzog, George R. Scruggs and Rolfe M. Hite, trustees, did not appear in court. They were represented by Attorney A. Leo Well, who said every effort was being made by the trustees to bring about an early settlement of all first mortgages against the property.

The court reserved decision.

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## P. R. R. THROWS OPEN ITS VACANT LAND TO EMPLOYEES FOR GARDENS

Has 2,600 Acres Suitable for This Purpose; Will Supply Instructions to the Gardeners.

The utilizing of all available vacant land belonging to the Pennsylvania Railroad company for the cultivation of war gardens this spring and summer is strongly urged by Assistant General Manager R. L. O'Donnell, in a general notice sent to all employees of the company. Such tracts, situated off the right-of-way, and suitable for agricultural purposes, will be thrown open to any employee desiring to till them, at nominal rentals for the season. For plots of one acre, the charge will be \$1 and for smaller tracts the charge will not exceed 50 cents.

"The general notice, in directing attention to the long afternoons now available to many employees for gardening work, says: 'It is for just such purposes as this that the day-night saving plan was inaugurated.'"

To encourage practical methods in planting and cultivation, thus insuring productive results, a supply of garden primers has been obtained from the National War Garden Commission, at Washington, and each employee interested will be furnished with a copy of the manual. As the season progresses information on canning, drying and storing fruits and vegetables will also be furnished.

Last year Pennsylvania railroad employees planted 1,200 gardens, and raised crops of an estimated value of one-quarter of a million dollars. The company has a total of about 2,600 acres of land on all of its lines east of Pittsburgh and Buffalo, which can be used for agricultural purposes. Every effort will be made to surpass last year's record.

In the general notice, Assistant General Manager O'Donnell says: "All employees who are able to do so are urged to take advantage of these opportunities by cultivating a war garden this spring and summer, thus assisting our country in the production of food, and also aiding in a very essential manner to win the war. Employees taking this action will, in addition, be helping themselves in one of the best possible ways."

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### INJUNCTION GRANTED

Fayette County Men Are Restrained From Removing Coal.

A preliminary injunction against W. J. Reed of Vanderbilt and Hugh Mc Bride of Conneltsville to restrain them from further operations in a 34 acre tract of coal in Tyrone township was secured by the H. C. Frick Coke company through the Fayette county court Saturday.

It is alleged that the tract of Morgantown & Company, adjoining, has been entered and Frick coal extracted. Damages were also asked by the Frick company.

### NIGHT AGENT RESIGNS.

Hubert Shaw New Man at B. & O. Station.

Sherman Huey has resigned as night ticket agent at the Baltimore & Ohio station and has returned as agent at the Pennsylvania station, where he was employed previous to entering the service of the Baltimore & Ohio.

He has been succeeded at the Baltimore & Ohio station by Herbert Shaw, Albert A. Treasurer of South Conneltsville, is a new assistant to Ray E. Shaw, day ticket agent.

## LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, April 27, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	182	Beatty	Mc Pleasant Coke Co. Greensburg
120	63	Boyer	Mc Pleasant Coke Co. Greensburg
20	30	Brush Run	Brush Run Coke Company Mt. Pleasant
35	150	Carolin	Peoples-Cville Coke Co. Pittsburg
157	157	Clare	Clare Coke Co. Greensburg
140	140	Dexter	Connellsville Coke Co. Conneltsville
40	40	Ellen No. 1	Whyte Coke Co. Uniontown
50	50	Ellen No. 2	Whyte Coke Co. Uniontown
15	15	Hann Grove	W. J. Rainey New York
100	100	Hilanth	Unity-Cville Coke Co. Greensburg
110	110	Fort Hill	W. J. Rainey New York
10	10	Franklin	Summit-Cville Coke Co. Conneltsville
101	101	Gilmore	Gilmore Coke Co. Uniontown
80	80	Grace	W. J. Rainey New York
8	8	Helein	Samuel I. Lohr Youngwood
145	145	Humphrey	Beasner Coke Co. Uniontown
42	42	Jimtown	Shannon Coal & Coke Co. Uniontown
23	23	Johnson	Johnson Fuel Co. Uniontown
40	40	Magee	Magee Coke Co. Uniontown
14	14	Mahoning	Mahoning Coal & Coke Co. Conneltsville
370	370	Mt. Braddock	W. J. Rainey New York
210	210	Mt. Pleasant	Mt. Pleasant Coke Co. Greensburg
32	32	Myers	Brownfield-Cville Coke Co. Uniontown
12	12	Nichols	Brown & Cochran Dawson
50	50	Painter	Newcomer Coke Co. Uniontown
110	110	Paul	W. J. Rainey New York
55	55	Revere	W. J. Rainey New York
15	15	Shull	South Fayette C. Co. Uniontown
40	40	Thomas	Whyte Coke Co. Uniontown
80	80	Veteran	Mt. Pleasant Coke Co. Greensburg
47	47	West Penn.	West Penn Coke Co. Pittsburg
3,162	2,679		
FURNACE OVENS			
250	258	Adelaide	H. C. Frick Coke Co. Pittsburg
300	300	Alvinton	H. C. Frick Coke Co. Pittsburg
300	300	Bangor	H. C. Frick Coke Co. Pittsburg
300	300	Butler	H. C. Frick Coke Co. Pittsburg
240	240	Drinker	H. C. Frick Coke Co. Pittsburg
300	300	Edison	H. C. Frick Coke Co. Pittsburg
260	260	Chumet	H. C. Frick Coke Co. Pittsburg
301	299	Central	H. C. Frick Coke Co. Pittsburg
18	18	Coalbrook	H. C. Frick Coke Co. Pittsburg
400	400	Frick	H. C. Frick Coke Co. Pittsburg
400	400	Continental 1	H. C. Frick Coke Co. Pittsburg
426	426	Continental 2	H. C. Frick Coke Co. Pittsburg
300	300	Continental 3	H. C. Frick Coke Co. Pittsburg
120	120	Crossland	H. C. Frick Coke Co. Pittsburg
332	332	Davidson	H. C. Frick Coke Co. Pittsburg
140	140	Durphy	H. C. Frick Coke Co. Pittsburg
372	372	Edison No. 2	H. C. Frick Coke Co. Pittsburg
300	300	Edison No. 3	H. C. Frick Coke Co. Pittsburg
155	155	Hostetter	Hostetter-Cville Coke Co. Pittsburg
210	210	Mc Frick	H. C. Frick Coke Co. Pittsburg
306	306	Kyle	H. C. Frick Coke Co. Pittsburg
190	190	Leisenring 1	H. C. Frick Coke Co. Pittsburg
502	490	Leisenring 2	H. C. Frick Coke Co. Pittsburg
202	202	Leisenring 3	H. C. Frick Coke Co. Pittsburg
304	304	Leith	H. C. Frick Coke Co. Pittsburg
227	227	Lemont No. 1	H. C. Frick Coke Co. Pittsburg
350	350	Lemont No. 2	H. C. Frick Coke Co. Pittsburg
600	600	Mammoth	H. C. Frick Coke Co. Pittsburg
400	399	Marguerite	H. C. Frick Coke Co. Pittsburg
125	125	Mutual	H. C. Frick Coke Co. Pittsburg
156	156	Oliphant	H. C. Frick Coke Co. Pittsburg
328	314	Oliver No. 1	Oliver & Snyder Steel Co. Pittsburg
480	417	Oliver No. 2	Oliver & Snyder Steel Co. Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co. Pittsburg
400	400	Phillips	H. C. Frick Coke Co. Pittsburg
443	400	Redstone	H. C. Frick Coke Co. Pittsburg
120	120	Rist	H. C. Frick Coke Co. Pittsburg
445	445	St. Clair	H. C. Frick Coke Co. Pittsburg
425	400	Southwest 1	H. C. Frick Coke Co. Pittsburg
150	121	Southwest 2	H. C. Frick Coke Co. Pittsburg
264	142	Southwest 3	H. C. Frick Coke Co. Pittsburg
91	87	St. Clair	H. C. Frick Coke Co. Pittsburg
190	110	Semet-Solway	Dunbar Furnace Co. Uniontown
160	50	Stewart	Riwayat Iron Co. Pittsburg
464	463	Trotter	H. C. Frick Coke Co. Pittsburg
250	250	Union	H. C. Frick Coke Co. Pittsburg
200	112	Valley	H. C. Frick Coke Co. Pittsburg
96	96	White	H. C. Frick Coke Co. Pittsburg
345	153	Whitney	Hostetter-Cville Coke Co. Pittsburg
300	300	Wynn	H. C. Frick Coke Co. Pittsburg
500	460	Yorkrun	H. C. Frick Coke Co. Pittsburg
245	245	Youngstown	H. C. Frick Coke Co. Pittsburg
16,942	15,292		

ESTABLISHED 1859 INCORPORATED 1894

## JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

### Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material. Equipped to Take the Largest Contracts for Paving Brick.

High Grade Building and Enamel Brick. Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON MOYER VOLCANO LAYTON KINGSTON	TEN PLANTS:	ENAMEL WILLIAM GLOBE PHOENIX COLUMBIA
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CONNELLSVILLE, PA.

## SLOVAKS OF COKE REGION REAFFIRM THEIR LOYALTY AND PLAN FOR BIG THINGS

Will Affect Organization in Behalf of Red Cross in September.

At a meeting of the Slovaks of the Conneltsville region held in Uniontown Sunday, a pledge of loyalty to the United States and the Allied cause was made with enthusiasm by upwards of 500 men in attendance. Steps were taken to form an organization to give direction and control to the patriotic work of the Slovaks in this section, by the appointment of a committee for that purpose.

Plans have already been outlined for a week's celebration to take the form of a Red Cross benefit, which will be held in Uniontown, and a demonstration will begin on Monday with a parade and entertainments with special features on each of the succeeding days. Meantime the local leagues of the Slovaks in the different centers will continue their work of Liberty Bond boosting and other patriotic activities.

The objects of the proposed new organization, as stated by one of the members at yesterday's meeting, are: "This organization is patriotic; believes in American government and American ideals. Its members, many of them are in khaki and those at home are helping in every way they can to further the Liberty Loan and other war projects. We want the people to know that the Slovaks over here are right."

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County Medical Meeting.

The Fayette County Medical society will meet Thursday night in the Nemaclub club room in Uniontown. Dr. H. J. P. Riter will read a paper on "Gastric and Duodenal Ulcers."

### PERCY PLANT SOLD

Morgantown Capitalists Acquire Property of Johnson Fuel Company.

D. J. Johnson and C. W. Johnson of Uniontown, doing business as the Johnson Fuel company, have sold their coal plant, including 325 acres of Sewickley coal, near Percy, to a party of Morgantown capitalists, among whom are John L. Hatfield, former state senator, and Professor R. L. Morris, of the engineering department of the West Virginia university.

The new purchasers contemplate enlarging the output of the mine through the installation of new equipment. The deal is understood to involve a consideration of \$100,000.

The purchasers have organized a new corporation, to be known as the Columbia Coal & Coke company, chartered in West Virginia, with an authorized capital stock of \$300,000.

Officers of the new company are D. H. Courtney, president; D. B. Reger, vice president; C. R. Fry, secretary; J. L. Keener, treasurer; J. L. Hatfield, attorney; C. I. Lantz, general manager.

Property of the mining operation at Percy consists of 325 acres of the Sewickley vein of coal, 11 acres of the Pittsburg vein, and 43 acres of surface. The mine is electrically equipped and has 36 ovens, with side-tracks and all necessary machinery.

### RAINEY WORKERS DO WELL

Mine and Coke Making Departments at Lemont Subscribe \$51,000.

The employees of W. J. Rainey at Lemont have subscribed \$51,000 toward the Third Liberty Loan.

The figures cover only the subscriptions by the men employed in the mines and on the co's yard.

Boyts, Porter & Co.

## YOUGH PUMPS

Steam, Air and Electric Driven

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

## Producers Coke Company

Exclusive Selling Agents for 3,500,000 Tons Annually

## STANDARD CONNELLSVILLE FURNACE COKE.

THE BEST BRANDS IN THE REGION.

Low Phosphorus Coke, Smelter, Foundry and Heating Coke and By-Product Coking Coal.

Offices—First National Bank Building,

Uniontown, Pa.

M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

## WASHINGTON COAL & COKE CO.

General Office, DAWSON, FAYETTE COUNTY, PA.

6,000 Tons Daily Capacity. Individual Cars

### YOUGHIOGHENY COAL

Steam Gas Coking

### CONNELLSVILLE COKE

Furnace and Foundry Low Sulphur Hard Structure

Shipments via B. & O. R. R. and P. & L. E. R. R. and Connections

N. P. Hyndman, Sales Agent, 511 Wood St., Pittsburg, Pa.

C. M. WOLFF, General Sales Agent.

## Hostetter-Connellsville Coke Co.

HIGHEST GRADE

## Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Union Arcade Building, Pittsburg, Penna.

TELEPHONE 696 GRANT.

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We do all kinds of Job Printing at our office from the visiting card to the finest commercial work. Try our printing.

THE COURIER COMPANY, 127 1-2 W. Crawford, Conneltsville, Pa.



## THE SUPERIORITY OF COMPENSATION OVER OTHER LAWS

For Protection of Employees is Shown in Study by Labor Department.

### STRIKING DIFFERENCES

Found to Exist in the Proportion Receiving Compensation and in the Amounts Received; Compensation Systems Not Perfect But Improving.

A comparative study of employers' liability and workmen's compensation systems and their relative effect in diminishing the necessity of industrial employment of women and children of injured workmen has just been published by the United States Bureau of Labor Statistics as Bulletin No. 217. The report emphasizes the superiority of compensation over employers' liability laws in meeting the economic loss sustained by the families through the death or injury of the principal breadwinner. On the other hand, it was found that even existing compensation laws are still far from adequate to protect the victims of industrial accidents and their dependents.

The states of Connecticut and Ohio were selected in which to study the effect of compensation legislation. These states were chosen because in both the laws had been in operation long enough to provide a considerable body of experience and because they represented two distinct types of laws including different scales of benefits. The investigation of the employers' liability system was made in the state of Pennsylvania, which has enacted a compensation law since the investigation reported upon was made. The scope of the investigation was limited to industrial injuries resulting in death or permanent total disability. In the two compensation states the period covered was the year ending September 1, 1915, while in Pennsylvania only cases occurring during the first eight months of 1915 were included. From the three states records were obtained of 862 fatalities and 15 cases of permanent total disability. The main emphasis of the report is laid upon the effect produced by industrial fatalities upon the families of the decedents, more especially of the married decedents. The number of families considered were as follows: 53 in Connecticut, 206 in Ohio, and 137 in Pennsylvania.

Striking differences were found in the three states both in the proportion receiving compensation and in the amounts received. In Connecticut 91 per cent and in Ohio 97 per cent of the families of married men studied had received compensation; in the liability state of Pennsylvania only 42 per cent had received payments of some kind. For families of married decedents receiving compensation the average amount awarded was \$2,269 in Connecticut and \$3,098 in Ohio, while the average amount paid to families who received anything at all in Pennsylvania was \$636 or less than one-third of the average compensation received in Connecticut and less than one-fourth of that received in Ohio. Since the adoption of compensation in Pennsylvania the proportion here shown no longer exists.

The proportion of the widows who took up gainful pursuits as a result of their husband's death was for the three states as follows: Connecticut, 13.9 per cent; Ohio, 28.2 per cent; and Pennsylvania 31.4 per cent. The comparatively high percentage in Ohio is explained first on the ground that as compared with Pennsylvania a considerably larger proportion of the widows had no young children, and secondly, to a much larger extent than in Pennsylvania they confined themselves to taking roomers or boarders. In many cases the Ohio widow obtained a partial compensation of her award and had used it to build up a business by which to support herself when the compensation ceased; nothing of this kind was met with in Pennsylvania.

For the three states the percentage of families receiving aid from public authorities or organized societies was as follows: Connecticut, 1.9 per cent; Ohio, 1.5 per cent, and Pennsylvania, 2.4 per cent.

The important differences between workmen's compensation and employers' liability systems may be summed up by saying that in the compensation states the families of victims of industrial fatalities knew with reasonable certainty what they might expect, received it with reasonable promptness, and found it in general sufficient to keep them from extreme hardship. In the liability state of Pennsylvania the families of decedents had no such assurance; in general the payments received were quite inadequate to the needs of the families, and not far from one-fourth of those visited had within less than a year from the fatality been obliged to seek charitable aid.

Neither of the compensation systems studied is beyond criticism, but their results are so superior to those of the liability system that the claims of their advocates may be regarded as wholly justified.

As between the two compensation states the situation was found to be considerably better in Ohio than in Connecticut. The amount of compensation received was somewhat greater in the former than in the latter state because of the higher scale of compensation benefits, a higher weekly maximum, and a higher wage level, and the economic distress, therefore, was not so acute. The methods and needs of making up the family income were, however, similar in the two states.

Coke Scarce on Pacific Coast. A scarcity of coke on the Pacific coast is said to be seriously threatening the continued operation of a number of industrial plants.

## DICKERSON RUN CLAIMS HUNDRED PER CENT IN LOAN

Only One Employee at Pittsburg & Lake Erie Terminal Has Not Bought Liberty Bonds.

When the final reports in the Third Liberty Loan drive are heard Dickerson Run will stand high. According to C. E. Reinhard, general yardmaster at the Pittsburg & Lake Erie terminal there, every employee with the exception of one man, who says he is conscientiously opposed to war, will have subscribed. "We will have raised \$50,000," said Mr. Reinhard, who also is chairman of the drive there. The "Little Giant" employees consider they are hundred per centers.

Thursday there was a combined safety first and Liberty Loan rally, which proved to be the biggest thing in the history of the terminal. During the afternoon a motion picture, "The Rule of Reason" was shown three times to the students of Dawson, Vanderbill and East Liberty at the Y. M. C. A. The evening was given over to the adults.

The following program was carried out:

Overture, piano solo, Miss Alverta Snyder.

Opening remarks by Chairman C. E. Reinhard.

Selection by male quartet, Messrs. A. E. Knight, John McDonald, David Scourfield, Spurgis Bailey.

Solo dance, Miss Durbin.

Address, L. A. Lee, Central Safety committee, Pittsburg.

Selection by ladies' quartet, Mrs. H. J. Bell, Mrs. H. A. Baum, Miss Margaret Rush, Miss Alverta Snyder.

Remarks by Rev. H. A. Baum, on Liberty Loan.

Moving pictures, "Rule of Reason." (reel 1).

Vocal selection, by ladies' quartet, Mrs. H. J. Bell, Mrs. H. A. Baum, Miss Margaret Rush, Miss Alverta Snyder.

Moving pictures, "Rule of Reason." (reel 2).

## OPERATORS OBJECT TO SHIPPING COAL FOR STORAGE PURPOSES

Insist That the Requirements for the Lake Trade Be Fully Taken Care of While Navigation Is Open.

Coal operators of the Pittsburg district are strongly objecting to shipping coal from the mines for storage purposes at present on account of the heavy trend of fuel to lake ports for the Northwestern supply for next winter. Operators contend that the lake shipments, which started April 15, are more than two weeks earlier this year than in other years and that all their surplus should be forwarded to lake ports.

The operators further argue that the lake coal should go forward first on account of the probability of lake navigation closing this year much earlier than last. They claim that if any coal is stored, it should be after the closing of the lake shipping season the latter part of October, or first of November.

Coal shipments to lake ports from the Pittsburg district last week reached about 350,000 tons. This is about 25 per cent of the production of the local district, basing the output for March at 4,500,000 tons. Counting the lake shipping season at 26 weeks, operators figure that they will have to ship a total of more than 9,000,000 tons to lake ports this year.

### EARLY BUYING

Movement Making Satisfactory Progress, Fuel Administration Says.

The Fuel Administration has announced that it was greatly encouraged by reports from many parts of the country concerning the progress of its campaign for the early ordering of next winter's coal supply by both domestic and industrial consumers, particularly in the eastern part of the nation, including New York City and other large municipalities.

"The fact that consumers cannot secure immediate delivery should not deter them from placing their orders at once," a statement said. "These early orders once on the books become the basis for the determined drive to secure an adequate production and prompt distribution."

"Promptness in ordering and patience in awaiting deliveries are needed as a basis for the cooperation of the whole country with the Fuel Administration in its effort to do its share of the nation's war work."

### NEW SHIPPING ORDER

Universal Through Way Billing Edict Effective Tomorrow.

According to an order issued by Director General McAdoo to all railroad under federal control, effective May 1, universal through way billing went into effect. The new order will apply to all shipments made after today. The shipper will now have to give all billing instructions for cars when they are loaded. Unless he has a bill for the car a conductor cannot move it. The order applies to all car loads and less than car loads and unless it is carried out the car will not be moved.

Formerly on the Baltimore & Ohio the scale card could be placed on the car, but under the new orders the conductor must have the billing instructions. The order does not apply to coal and coke cars between the mines and scales. Shipments made from stations where there are no agents will not be moved until billing instructions are secured through the agent at the nearest station in the direction which the shipment is to go.

Candidate Lowry Visits Fayette. J. C. Lowry of Somerset township, Somerset county, is visiting the Young Men's Christian Association in the interests of his candidacy for the nomination as Representative in Congress on the Republican ticket.

## THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, April 27, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
40	Adah	Westinghouse-Fayette Coke Co.	Greensburg
46	Alison	W. J. Rainey	New York
293	Alison No. 2	W. J. Rainey	New York
200	Alison No. 2	W. J. Rainey	New York
142	American No. 1	Relly-Feabody Fuel Co.	Pittsburg
240	American No. 2	Relly-Feabody Fuel Co.	Pittsburg
40	Antica	The Wilkey & Feather Co.	Uniontown
42	Bellevernon	Bellevernon Coal & Coke Co.	Pittsburg
257	Besco	Hampton Gas Coal Co.	Uniontown
20	Browning	Browning Coal Co.	Uniontown
60	Brownsville	Brownsville Coal Co.	Uniontown
34	Burchinal	Clark Coal Co.	Smithfield
206	Century	Century Coal Co.	Uniontown
40	Champion	Champion Cville Coke Co.	Uniontown
120	Champion	Champion Cville Coke Co.	Uniontown
288	Denbo	Reliance Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
160	Donald 1	Consolidated Cville Coke Co.	Uniontown
149	Edna	Waltersburg Coke Co.	Uniontown
100	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Emory	Sunshine Coal & Coke Co.	Uniontown
80	Fretts	South Fayette Coke Co.	Uniontown
119	Garwood	Actna-Connellsville Coke Co.	Connellsville
64	Gensins	Gensins Cville Coke Co.	Uniontown
200	Griffin No. 1	Beggs Coke Co.	Pittsburg
200	Griffin No. 2	Hillman-Neff Coke Co.	Pittsburg
310	Herbert	Connellsville Central Coke Co.	Pittsburg
18	Hillside	Westmoreland Gas Coal Co.	Uniontown
104	Hill Top	E. Connellsville Coke Co.	Connellsville
116	Hoover	James H. Hoover	McClintocktown
25	Hops	Hope Coke Co.	Uniontown
195	Husted-Semans	Husted-Semans C. & C. Co.	Uniontown
250	Isabella	Hecla Coal & Coke Co.	Pittsburg
24	Junior	Junior Coal & Coke Co.	Uniontown
140	Junior	Union Connellsville Coke Co.	Uniontown
220	Lafayette	Atlas Coke Co.	Uniontown
80	Leon	Franklin Coke Co.	Mt. Pleasant
400	Lincoln	Lincoln Coal & Coke Co.	Pittsburg
32	Lucas	The Blaser Coal & Coke Co.	Pittsburg
250	Low Phos.	Cville Central Coke Co.	Pittsburg
24	Luxerne	Luxerne Coal & Coke Co.	Pittsburg
64	Marietta	Southern Cville Coke Co.	Uniontown
132	Marietta	Marietta Coal Co.	Uniontown
300	Mt. Hope	Mt. Hope Coke Co.	Uniontown
60	Murphy	Richard Coal & Coke Co.	Connellsville
100	Myers	W. J. Parshall	Uniontown
400	Orient	Orient Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Uniontown
72	Plummer	Plummer Coal Co.	Uniontown
101	Poland	Poland Coal Co.	Pittsburg
120	Rich Hill	Rich Hill Coal & Coke Co.	Dunbar
84	Rice	Rice Coal & Coke Co.	Connellsville
165	Royal	W. J. Rainey	New York
30	Sackett	H. R. Sackett Coal & Coke Co.	Smithfield
278	Searlight	Taylor Coal & Coke Co.	Uniontown
250	Yayette	Yayette Coal Co.	Uniontown
60	Solon	Prospect Coal & Coke Co.	Uniontown
210	Sterling	Consolidated Cville Coke Co.	Uniontown
58	Stirling No. 2	Ladene-Gilbert C. & C. Co.	Uniontown
400	Thompson 1	Thompson-Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburg
320	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
324	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
24	Virgin	Byrne Coal & Coke Co.	Scottdale
500	Washington 1	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
76	Winland	Winland-Gilmore C. & C. Co.	Uniontown
50	Winmore	Winland-Gilmore C. & C. Co.	Uniontown
38	Tukon	Whoyl Coke Co.	Uniontown

14,842	10,584	FURNACE OVENS	
120	Atcheson	Republic Iron & Steel Co.	Gan.
100	Bridgeport	H. C. Frick Coke Co.	Pittsburg
470	Brier Hill	Brier Hill Coke Co.	Brier Hill
420	Burton	H. C. Frick Coke Co.	Pittsburg
200	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
156	Colonial No. 2	H. C. Frick Coke Co.	Pittsburg
200	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
250	Desh	H. C. Frick Coke Co.	Pittsburg
600	Edenboro	H. C. Frick Coke Co.	Pittsburg
200	Fairbank	Burroughs Coal & Coke Co.	Fairbank
400	Postdale	H. C. Frick Coke Co.	Pittsburg
202	Gensins	McKee-Coy Coal Co.	Leetonia, O.
200	LaBelle	LaBelle Coke Co.	LaBelle
462	Lambert	H. C. Frick Coke Co.	Pittsburg
515	Lackness	H. C. Frick Coke Co.	Pittsburg
214	Martin	Republic Iron & Steel Co.	Youngstown, O.
30	Newcomer	H. C. Frick Coke Co.	Pittsburg
400	Republ	Republic Iron & Steel Co.	Pittsburg
350	Ronce	H. C. Frick Coke Co.	Pittsburg
5,826	4,263		

ESTABLISHED 1872. INCORPORATED 1904.

## Eureka Fire Brick Works

Eureka Manufacturers of high-grade E. F. B. Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Victor Bee-Hive Coke Ovens.

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

## STOCK OF U. S. STEEL

NOW HELD BY 61,044

DIFFERENT OWNERS

Shares of Corporation More Widely Distributed Than in Previous Years.

A GAIN OF 4,219 IN YEAR

Average Holdings of Common Stock a Fraction Over 83 Shares Each; Individual Investors Held Over 55 Per Cent Against 44 by Brokers.

Ownership of the capital stock of the United States Steel Corporation is now more widely distributed than ever before in the history of the company.

Official figures obtained from the corporation's books show that on March 1 last the \$508,302,500 par of common shares was held by 61,044 stockholders, compared with 56,826 a year ago.

The average holdings of the common stock, or to be exact, a fraction more than 83 shares each. The lowest number of stockholders in recent years was on December 31, 1915, when the total was 57,720. Since then, however, the shareholders' list has shown a steady expansion.

Since December, 1915, the amount of stock carried in brokers' names, which usually means on margin, has been reduced and taken up by real investors. On March 31, 1918, individual investors held 55.49 per cent of the common stock, or 2,820,445 shares, compared with 2,132,589 shares, or 41.95 per cent on December 31, 1915. On the latter date the amount of stock carried in the names of brokers was 2,950,456 shares, or 58.04 per cent, compared with 2,262,580 shares on March 31, 1915, or 44.51 per cent.

Liquidation of United States Steel shares by foreign stockholders, which began following the beginning of the war in 1914, has apparently been exhausted, for the total shares held by alien investors at the close of the first quarter of this year showed a slight increase compared with December 31, 1917. On March 31, 1918, for-

sign investors held 185,796 shares of common stock, or 0.35 per cent of the total. This compares with 184,190 shares, or 0.33 per cent, on December 31, 1917.

The amount of preferred stock held by foreigners at the end of the first quarter of this year was a shade larger than at the end of 1917, the increase amounting to one-hundredth of one per cent. Foreign holding of the preferred on March 31, 1918, totaled 140,138 shares, or 0.30 per cent of the outstanding stock.

B. & O. AGENTS MEET

New Orders Regarding Through Way Billing Discussed.

At a meeting of freight agents, yardmasters and trainmasters of the Baltimore & Ohio Railroad company here Monday, instructions for enforcing the universal way billing order were discussed. Notices of the new order explaining it were mailed out to all shippers. The meeting was addressed by Superintendent M. H. Broughton, who concluded with a boost for the sale of Liberty Bonds.

The notice says in part: "Under these instructions, shippers at all non-agency stations will furnish shipping order to the agent at the first station beyond the point from which the shipment is made, according to the direction which the shipment will move."

"Bills must accompany the cars and no deviation from the instructions will be permitted."

Form 817-D, scale card, cannot be used for movement of any commodity except coal and coke from mines and open-pit scale station.

"Demurrage will be assessed on all cars until shipping orders are in the hands of the billing agent."

ANOTHER SPEAKER ADDED

M. J. Welsh is Placed on the Roster of Four-Minute Lecturers.

M. J. Welsh, formerly of Uniontown, and inspector for the Allegheny county fuel administration, has been added to Connellsville's list of Four-Minute speakers. He made his initial appearance Monday night at the Arcade theatre.

If you have coal and for sale advertisement in The Weekly Courier.

## Connellsville Machine and Car Company

CONNELLSVILLE, PA.

—Manufacturers of—

## LAFAYETTE PUMPS

Steam, Air and Electric Driven

We make a specialty of Wood Lined Pipe and Fittings

J. P. BRENNEN, President. ANDREW A. THOMPSON, Treasurer. W. G. ROCH, Sec'y and Asst. Treasurer.

## THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

### STANDARD CONNELLSVILLE FURNACE COKE.

WORKS: Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.

CONNECTIONS: Pennsylvania, R. R., Pittsburgh & Lake Erie R. R., Baltimore & Ohio R. R.

PITTSBURGH OFFICE: 2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION. As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT De FUY, President. JOHN C. NEFF, Gen. Mgr.

## Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna. Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

### Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHED ON REQUEST

## Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

### GRACETON COKE CO.

Graceton, Penna.

## Good Job Printing

Is Not Possible without GOOD STOCK is used, SKILLED WORKMEN to do the composition and press work and a COMPLETE EQUIPMENT of Machinery. Up-to-Date Type and all the accessories of a First Class Plant. THE COURIER JOB PRINTING DEPARTMENT lacks none of these essentials. It turns out the HIGHEST GRADE PRINTING, from Visiting Cards to the largest and most complicated Office Forms and Commercial Work of every variety and for any purpose.

### Printing for Coke Company Offices and Works a Specialty

One Order will make you a Permanent Customer.

## THE COURIER COMPANY

127½ W. Main St., Connellsville, Pa.





## S. L. MESTREZAT, EMINENT JURIST, CALLED BY DEATH

Distinguished Fayette County Passes Away in Philadelphia.

### HAD BEEN ILL FOR WEEKS

Justice Mestrezat Had Brilliant Career; Began Practice of Law at Waynesburg; Located in Uniontown; On Supreme Bench Since 1889

Out of respect to the memory of Associate Justice Stephen Leslie Mestrezat, of the Pennsylvania Supreme court, who died Sunday morning at the Aldine hotel, Philadelphia, the day of the court house in Uniontown, which was his home, was at half mast Monday, while a meeting of the Fayette County Bar association was in session to adopt suitable resolutions and arrange for the funeral.

Funeral services will be held in Philadelphia on Tuesday afternoon and the remains will be brought to Uniontown, where further services will be conducted Wednesday at 2:30 o'clock in the First Presbyterian church, Uniontown. On their arrival in Uniontown the remains will be taken to the home of Attorney T. H. Hudson, a nephew of the justice.

Justice Mestrezat was 70 years old. He was born at Mapleton, Greene county, February 19, 1848. His father, Jean Louis Guillaume Mestrezat, was a son of French parents. His mother, Mary Ann Hartley Mestrezat, was of English and Scotch-Irish descent. The Mestrezats are a family of distinguished lineage, many of them having been prominent in the civil and religious life of France and Switzerland.

Judge Mestrezat's father lived to be 81 years old. His mother died in 1881 at the age of 75 years.

To the early and careful training, influence and assistance of his parents, Justice Mestrezat ascribed in great part his successful career. They had decided in their early youth that their son Leslie should be trained for the law, and neither he or they ever lost sight of that decision. His education was shaped accordingly.

Efficiently and diligently he prepared for admission to Waynesburg college, from which he was graduated with high honors. Soon afterwards he entered the law department of Washington & Lee university of Virginia. He graduated from this institution in 1871 with the degree of LL. B. Returning home he was at once admitted to the bar at Waynesburg, Greene county. Then he went west with the purpose of settling there if he could find a suitable location.

While making a tour of this investigation he taught a winter school in LaSalle county, Illinois. He later returned east and opened an office in Uniontown, where all his professional and political honors took root, grew and flourished.

When, after the formation of the partnership of Boyle & Mestrezat, Mr. Boyle was elected to congress, a greater proportion than ever of the labor and responsibility of the firm devolved upon Mr. Mestrezat. He ranked high with the members of the Supreme Court, because the manner in which he handled his cases disclosed the painstaking and conscientious lawyer.

In 1877 Mr. Mestrezat was elected district attorney of Fayette county on the Democratic ticket. In 1884-85 he was chairman of the Democratic committee of Fayette county, and a member of the Democratic State executive committee. He was a delegate to the Democratic State convention in 1882 that nominated Robert E. Pattison for governor; to the convention of 1892 that selected Grover Cleveland for president. When Mr. Pattison was re-elected governor in 1891 Mr. Mestrezat was strongly supported by the bench, bar and press in all parts of the state for the appointment in his cabinet to the place of Attorney General, but this position did not go to the western part of the state.

After successful and lucrative practice in the state and federal courts Mr. Mestrezat was, in 1893, elected judge of the Fourteenth Judicial district, comprising the counties of Fayette and Greene, by majority of nearly 2,000. At no time during the hotly contested campaign was there any doubt of his election. In both counties his sterling qualities as a man and his ability as a lawyer were well known. When Nathaniel Ewing retired from the bench in 1898 Judge Mestrezat became president judge of the district.

Judge Mestrezat was elected to the State Supreme bench on November 7th, 1889, and on January 1, 1900, at Philadelphia, he took his seat on the supreme bench of the state for the term of 21 years.

In 1888 Judge Mestrezat married Miss Eliza Wilson Ewing, daughter of John K. and Ellen L. Ewing of Uniontown. Mrs. Mestrezat died a few years after her marriage, leaving one child Raymond William, which did not long survive her.

In recognition of his ability and success at the bar Waynesburg college conferred on Justice Mestrezat the degree of Doctor of Laws.

Justice Mestrezat was a Presbyterian.

### PIE COMES HIGH

One Sells at \$5 at Lower Tyrone Liberty Loan Rally.

A pie sold for \$5 at a Liberty Loan social at the Quaker school in Lower Tyrone township Saturday evening. The school gave the social to raise funds to buy bonds and realized a goodly sum. The previous Saturday evening they made \$65.

Miss Beesie Welch is teacher.

If you have coal land for sale advertise it in The Weekly Courier.

## COUNCIL TO ERECT STORAGE BUILDING UNDER YOUGH BRIDGE

Discarded Paving Block Will Be Used For Purpose; Permission of the County Secured.

Annoyed by thefts of feed from the stables in East Crawford avenue where the city teams are kept council proposes to construct a brick structure near the Crawford avenue between the east abutment and Water street for storage purposes. It is proposed to use discarded street paving blocks. The permission of the county commissioners has been secured and Assistant Engineer J. Kirk Renner was instructed by council Monday night to have an agreement with the commissioners drawn.

While the subject was under discussion Councilman C. W. Utz proposed that the hook and ladder truck be stored there, if possible. He said the city is now paying \$20 a month for a place on the West Side unit for housing the truck. He also wanted to know if there would be room for the garbage trucks. The garages do not care to have them about owing to the odors arising therefrom.

Council has no figures at hand on the dimensions of the proposed building.

### MUST ENFORCE ORDER

Articles May Not Be Sent to Soldiers Abroad Without Order.

The Post Office Department has orders to rigidly enforce the order which went into effect April 1, 1918, prohibiting the mailing of articles to soldiers of the American forces abroad unless the article is accompanied by the written request of the addressee. This request must be approved by the commanding officer in writing. This order was issued as a military necessity and attempts to evade it are not in keeping with the spirit of the times.

Most of the articles which have been sent to soldiers in France are things that the soldier himself can buy at army posts and at Y. M. C. A. but almost always at less prices than the same articles can be bought in this country. "If you have a soldier friend whom you want to help money-order and add the amount the postage on the articles would have cost you," says the order.

### OBSERVE ANNIVERSARY

Exercises Held in Temple by William McKinley L. O. O. F.

Members of William McKinley lodge of Odd Fellows Sunday afternoon observed the 90th anniversary of Odd Fellowship at exercises held in the temple in South Pittsburgh street. On account of the Liberty Loan celebration Friday evening next, the members of General Worth lodge have postponed their anniversary exercises to the following Friday evening May 10.

Rev. J. S. Shovers was the speaker of the occasion for William McKinley lodge. John Davis made a four-minute address and also sang a solo.

The monarch quartet sang. A service flag containing 21 stars was dedicated.

Rev. W. J. Everhart will be the speaker at the General Worth services.

Scottdale Girl to Be Married Soon to Tarentum Young Man.

Mrs. J. E. Jarrett, of Scottdale, formerly of Pittsburgh, announces the engagement of her daughter, Miss Laura Jarrett, to Frank G. Brooks, of Tarentum. Miss Jarrett was graduated from Mount Holyoke college, and is a member of the Scottdale high school faculty.

Mr. Brooks was graduated from Allegheny college in 1915, where he was a member of the Phi Gamma Delta fraternity. He enlisted in the ordnance department and has been transferred from the ordnance training school at the University of Pittsburgh to Camp Hancock, Augusta, Ga., where he will complete his training.

### OVERMAN BILL PASSES

Senate Votes 63 to 13 to Give President Extraordinary Powers.

WASHINGTON, April 26.—Rejection of all amendments designed to limit the President's authority, the Senate yesterday passed the Overman bill, with its general grant of power for the executive to co-ordinate and reorganize government departments and other agencies during the war.

The vote on the measure, which now goes to the House, was 63 to 13, many Senators who opposed the measure in the long fight over proposed amendments joining the majority when the test came on final passage.

### HONOR STUDENTS NAMED

Close Race at Leisener Between Harry Randolph and Grace Snyder.

The names of the honor students of the class of 1918 of Dunbar township high school were announced Tuesday morning. First and second honors were very close between Harry Randolph who had an average of 93.7% for four years' work and Grace Snyder who had an average of 93.5%.

Nellie Snyder, sister of Grace, was third with an average of 92%, and Igor Matzko, fourth with an average of 90.5. Commencement exercises will be held June 7.

Get 32 Front.

A. E. Woodhead, teacher of science at the high school, Robert Cagle and Clarence McCormick caught 32 trout on a fishing trip to Ellipticville Saturday. The three went to Delaney's cave where they spent the night and returned home Sunday.

Dunbar Contributes.

The Dunbar auxiliary, of which Mrs. L. S. Ketchner is chairman, to the Connellsville Red Cross, has turned over to the chapter here \$172.80.

## MORE LEAVE FOR CAMP LEE, CHEERED ON BY THOUSANDS

Great Sunday Evening Crowd Assembles at Station to See Them Off.

### THREE BANDS IN ESCORT

Boys of Districts 2 and 5 Are Made to Know That the People of the Community Wish Them Goodspeed on Way to Battle Against Kaiser.

Another contingent of Connellsville's share of men to the U. S. National Army which is now in training to fight the Hun over here left Sunday night for Camp Lee over the Baltimore & Ohio railroad. The draftees were accompanied to the station by a tremendous crowd which filled the platform, Water street, and overflowed to some distance down the tracks, near the end of the train where the local boys were located. Although Connellsville has sent many contingents of men to the camps within the past months, the turnout of thousands to wish them Godspeed never decreases.

The draftees of both Districts Nos. 2 and 5 reported at the armory for the rail call yesterday afternoon. At 5:30 o'clock the parade was organized and promptly at 6:15 o'clock it moved for the station. The parade was led by a squad of policemen followed by firemen carrying three beautiful flags. The Connellsville Military band came next in turn followed by the draftees and Joe Kuris's drum corps, then by the marching teams which went over the city in the past two weeks for Liberty Bonds. The Leisener band of H. C. Frick coke company followed and then the New Haven volunteer fire department. The Boy Scouts were next, followed by the Italian band and the Parochial school cadets.

Thousands of persons lined the streets as the draftees marched from the armory to the station. The curbs were lifted from the armory to the Baltimore & Ohio station. The band, bags and suitcases of the soldiers were hauled to the station in a truck. The men were gotten into the cars as quickly as possible and the train pulled out only a few minutes late.

All were supplied with sweaters and complete comfort outfits by the Red Cross chapter, while the Red Cross canteen committee supplied every man with a box lunch.

At the railroad station band concerts were given by the three bands, Lester Crawford with the Connellsville Military band sang several vocal solos.

As the train pulled out, an Italian drafted from an Allegheny county district, cried to everyone to "buy a Liberty bond." The assembled crowd gave a mighty cheer for the boys as the train pulled out.

Thursday evening Connellsville will again see more of her boys leaving when 31 men from Districts Nos. 2 and 5 will leave for Fort Thomas, Ky. The men will leave here at 6:15 o'clock.

Eugene Ffettis acted as captain of the No. 2 men, with Alfred Kell, Albert Noschese and Earl Hays as lieutenants. John Henry Lowery of Dunbar, was excused from this contingent. Morris J. Grodzin of Tulsa, Okla., was not able to report for training yesterday but he will go with the next contingent.

Those who left yesterday evening for Camp Lee follow:

District No. 2.  
Curtis L. Lowman, Scottsdale.  
George William Brunner, Stauffer.  
Albert Noschese, Connellsville.  
Louis Delisio, Connellsville.  
John Basile, New Alexander.  
Henry Robert Cole, Connellsville.  
Fred William Pearson, Pittsburgh.  
John Joseph Fealy, Connellsville.  
Alfred L. Kell, Connellsville.

Archie L. Gooding, Terra Alta, W. Va.  
Genero Dillella, Connellsville.  
Joseph Pelko, Connellsville.  
Joseph Thomas Miller, Broad Ford.  
Stanley Hecht, Everett.  
John P. Smith, Connellsville.  
Louis H. Huey, Connellsville.  
James C. Swink, Connellsville.  
C. Reed Wingrove, Connellsville.  
Norman Ketter, Connellsville.  
Levi Grizzle, Adolph.  
Joseph Mastreppe, Connellsville.  
Louis Levinson, Connellsville.

District No. 5.  
Louis Kremppach, Neffs, O.  
Austin A. Zimmerman, Adah.  
Howard V. Bower, Versailles.  
Earl R. Delling, Mill Run.  
George Henry Plydell, Dunbar, R. D.

Jacob Geary, Indian Head.  
Ara Rubina Myers, Markleysburg.  
Robert H. Addis, Vanderhill.  
Joseph Grinnam, Leisener No. 1.  
Otto Sherbo, Berryburg, W. Va.  
Glenn Gable Fisher, Youngstown, O.  
Lewis Jerome Hartzell, Dunbar.  
Norman M. Hall, Obiopolis.  
William H. Wable, Obiopolis.  
Frederick Pinkney, Dunbar, R. D. 1.  
Alfred Hankins, Dunbar, R. D. 32.  
Vincenzo Balsoretti, West Mobern, N. J.

### ASENDORF DIES

Injuries Fatal to Young Man Found in Republic Mine.

Cecil Asendorf, 21 years old, son of Mr. and Mrs. Christian Asendorf of Uniontown, died Tuesday at 10 o'clock in the Uniontown hospital. Asendorf was found in the pit of the Republic Iron & Steel company mine in an unconscious condition.

For the past three months Asendorf had been working as an electrician in the Republic mines. How he met with the accident, which caused his death, is not known.

If you have coal land for sale advertise it in The Weekly Courier.

### MISSES HIS MOTHER

Learns Lesson By Being Sent Far Away From Connellsville.

"I only wish it was time for us to come back home. That's the way with boys. They never miss their mothers until they are far away from them and especially over here." Thus does Corporal Clyde R. Brown of Connellsville, who is with the American forces in France, unburden his mind to a letter to his mother, Mrs. B. B. Brown of Connellsville. Continuing he says:

"I am back to the base hospital again and right glad I am to be relieved of field duty for a while. The hospital has a baseball team. We played our first game today and won. Father wanted to know how far I am back from the front. Well, I am not permitted to tell him that so he will have to wait until I get back. Well, mother dear, this leaves me feeling fine. Hope you are the same."

Brown is in the aviation service and the letter was written at Camp Hospital No. 14.

### FRANK COLANDRONE WRITES

Mrs. Mary Addis of Connellsville, has received word of the safe arrival in France of her brother, Frank Colandrone, who is with the Seventeenth Engineers, Company A. Describing the orchards, which are in full bloom, he says it makes him feel as if he were at home. "I never saw such level land, and it is all cultivated," he writes.

### SOLDIER ENTERTAINED

BY DAWSON FRIENDS.  
A. P. Turney and daughter, Gladys Virginia, of Dawson, gave a dinner in honor of Clarence W. Durban at their home. Covers for eight were laid. C. W. Durban, William C. Durban, C. Durban and Dr. H. J. Bell of Dawson; Louis E. Bayne and Dean Venclo of Beaver Falls, were among those present. Mr. Durban is home from Camp Lee.

### MISS KLINGER ORDERED

TO BE READY FOR CALL.  
Miss Edna Pearl Klinger, a district nurse for the Metropolitan Insurance company, who recently enlisted as an American Red Cross nurse, has been notified to hold herself in readiness for immediate call to service. Miss Klinger, who is a former health officer of Uniontown, is the second nurse in the employ of the Metropolitan Insurance company to enlist as a Red Cross nurse. Miss Pearl Thom of Greensburg was called into active service several weeks ago, being located at Battle Creek, Mich.

### FURTHER IS REJECTED

BY ARMY EXAMINERS.  
Albert Furness of South Arch street, who left here Friday for Columbus, O., to join the medical corps in which he had enlisted, was rejected at Pittsburgh. He had been passed by the Uniontown examining board.

### ORLAND LEIGHTY

RETURNS TO CAMP.  
Orland Leighty left this morning for Camp Lee after spending a fortnight at his home in Dunbar township.

### JESSE KING ENLISTS

IN ARMY AS PAINTER.  
Jesse L. King will leave Thursday evening with the No. 2 draftees for Fort Thomas, at Newport, Ky. He enlisted through the draft board as a painter.

### WRITES OF STORM

Camp at Corpus Christi Hit by Terrible Gale, Says Henry Bailey.

A terrific storm which struck their camp is described by Henry T. Bailey, who is at Corpus Christi, Texas, writing to his parents, Mr. and Mrs. E. J. Bailey. "It came in from the south-west, a gale blowing 70 miles an hour," he said. "We all made for a safe place to be free from flying trees, boards and tents. We could not go in the trenches for they were filled to overflowing with water. In half an hour it was all over. Our sleeping quarters, a building 500x25 feet stood the test, as did the camp furniture, 30 feet from the bay, but the equipment and a thousand other things had to be fished out of the water. Today it is peaceful, but 100 in the shade."

"I have been going to school for six weeks, studying map making. I am taking an examination now."

### DINNER FOR DRAFTEES

Scottsdale Boys Going to Camp Are Royally Treated.

The Ladies Auxiliary of the Y. M. C. A. entertained in honor of the selected service men who left Sunday afternoon for Camp Lee and those who will leave Thursday for Fort Thomas, Ky. on Thursday. An elaborate dinner was served in the banquet hall of the Y. M. C. A. building which has been headquarters for this end of the Local District No. 7.

Secretary Charles D. Flagle was master of ceremonies and short speeches were made by Rev. H. W. Millan, Robert Skemp and Berkey H. Boyd.

### GET SIX MONTHS

Hoag Boys, Arrested as Pro-Germans, Sentenced to Workhouse.

William and Christian Hoag of Morgan, arrested by local officers as pro-Germans, were Monday sentenced to six months in the Allegheny county jail.

Refusing to be examined for military service they were given a jail sentence to think the matter over.

Stork Leaves Girl.

A daughter was born last night to Mr. and Mrs. Philip McCarthy of Carnegie avenue. The family is now composed of two girls. The proud father is a well known Baltimore & Ohio fireman.

Have You Coal Land for Sale?

If so, advertise it in The Weekly Courier.

## THE PATRIOTISM OF DAWSON GIVEN FINE RECOGNITION

By the Exercises Attending Presentation of Bond Honor Flag.

### THE PEOPLE ARE STIRRED

By the Addresses of Judge Van Swearingen and Father Glennon at the Community Services Sunday Evening; Dawson's Creditable Record.

The thirteenth Sunday evening community service, held in the Cochran Memorial church at Dawson Sunday, not only marked the high tide of loyalty and patriotism and neighborhood unity in that vicinity, but it afforded one of the most striking demonstrations of the kind that has yet been held in Fayette county.

To celebrate the passing of the town's Liberty Bond quota by the formal presentation of the honor flag, won in the county and its acceptance, a community service committee consisting of A. Van Horn, Allen Crawford, A. C. Brown, William McDonald, John Gibson, Ernest Beatty, Rev. G. M. Riley, Rev. H. A. Bauman and Rev. W. B. Purnell, had prepared a fitting program.

Preceding the presentation of the flag a short patriotic and devotional service was held, opening with an organ prelude by Miss Alverda Snyder, followed by the doxology and the prayer of invocation by Rev. H. A. Bauman, pastor of the church. "God Keep and Guide Our Men," sung by the audience was followed by the scripture lesson read by Rev. W. B. Purnell and the offering for the benefit of the Red Cross work. After "All Hail the Stars and Stripes" by the school children, the announcements were read.

Following the patriotic hymn, "America, the Beautiful," the service was taken in charge by the Liberty Bond committee composed of R. D. Henry, Dr. H. J. Bell, Harry McDonald, with T. Robb DeYoungman presiding. Rev. W. H. Spence, pastor of the Presbyterian church of Uniontown, was to have delivered the sermon but he was prevented by illness from being present. The time allotted to him was given to Judge J. Q. Van Swearingen and Father A. E. Glennon. The former, in making presentation of the honor flag, gave an address on "Our Present Duty," which was a stirring appeal to our citizenry as a whole to awake to a realization of what we must do before we can even approach the sacrifices our soldiers are making. Father Glennon's address of acceptance thrilled the audience with its spirit of true Americanism and earnest call to duty and sacrifice.

That Dawson had reason to thus do honor to its citizens for the part they have taken in the war is found in the fact that, 56 of its young men, out of a population of 950 souls, have already entered the military service. On the first Liberty Loan 69 people of Dawson subscribed \$105,000 on an allotment of \$63,000. In the second Liberty Loan, with a quota of \$115,000, one hundred and ten subscribers purchased bonds to the amount of \$125,000, and in the third Liberty Loan 172 subscribers have already applied for bonds valued at more than \$230,000, and the canvass is progressing rapidly to a new self-chosen quota of \$250,000.

In addition to these investments in Liberty Bonds, Dawson raised \$3,500 for the Red Cross in the war fund drive of last June, added to this \$468 in the Christmas membership campaign of last December, has raised \$487.30 by special Red Cross donations and took a Red Cross collection last night amounting to \$57.50. Subscriptions to the Y. M. C. A. war fund amounted to \$4,162.30 and the Knights of Columbus fund \$465.

ENDORSE TWO CANDIDATES

Dry Federation Approves Candidacies of Both Guffey and O'Neil.

The special committee named by the state convention of the Dry Federation of Pennsylvania to give endorsement to candidates for nomination, whom its members considered as favorable to the ratification of the prohibition amendment, which met in Harrisburg Monday, again endorsed J. Dewar O'Neil for governor and gave endorsement to Joseph F. Guffey, candidate for the Democratic nomination after a fight. Neither endorsement was unqualified. No effort was made to secure the endorsement of the candidacy of Senator William S. Sprull, Republican candidate, though when the local organizations endorse him their action will be approved.

Endorsement of legislative candidates was only partially covered. In the first district of Westmoreland county J. B. Coldenith, Thomas N. Whitgray, Howard W. Day and J. Grant McGee, all Republicans, were endorsed.

CHAUTAUQUA IN JUNE

Date Announced Today; Unusually Good Talent Coming.

The week of June 20-26 has been decided on as the dates for the Red-patch Chautauqua in Connellsville. Word to this effect has been received by E. C. Moore and further arrangements for the affair will be made soon. The entire program will be kept with the present war conditions, and an excellent circuit of speakers is slated for appearance here. The men on the chautauqua lecture platform are men who have seen service and the conditions at the front in France.

Nothing in the matter of selling tickets, or securing grounds has yet been done. The chautauqua committee expects an advance agent to be here soon to make the first arrangements. In previous years there has been some difficulty of disposing of tickets, but the unusual attraction in always brought about by the excellent lecture program and other military numbers, it is expected to be more of a success than ever before.

ENGLEDAL FARM SOLD

Mrs. Enoch Davenport, Proprietor, Is Moving to Town.

Mrs. Enoch Davenport has sold Engledal farm, along the Springfield pike, to Frank B. Nicholson, Jr., who occupies an adjoining farm, for \$2,500, and will move to Connellsville, locating in Church Place.

The farm contains 50 acres.

Coursin Transferred.

Ralph Coursin of Scottsdale, formerly of Connellsville, who enlisted in the aviation service, has been transferred from Kelly Field, San Antonio, Tex., to a training school at St. Paul, Minn.

Subscribe to The Weekly Courier.

## HOW THE WOUNDED SOLDIERS ARE CARED FOR ON FIRING LINES

A Series of Stations Provided for Treatment During Their Journey to the Base Hospitals.

When a soldier is wounded in the trenches, emergency treatment is usually available not very far away in a dugout just back of the trench; that is, a suitable dressing, bandage, or splint will be applied by the surgeon, usually one of the younger men, and he will then leave the first-line trenches by a communicating trench, being carried on a stretcher if his wounds disable him. At a varying point in the rear, say one to three miles back, he reaches a field-hospital, the so-called advanced dressing station in the British army. This post is usually under canvas and situated at the farthest point which the ambulance, either horse-drawn or motor, can reach with relative safety.

At this advanced dressing station the patient after inspection may be passed on without disturbing his dressing to the next station, or the wound may be redressed if necessary. If he has a fracture requiring better immobilization or protection than it was possible to give at the first station, it will be properly put up. Should he have some condition requiring immediate treatment such as dangerous hemorrhage, an operation may be performed. All cases, except under conditions of extraordinary emergency, will receive the first prophylactic dose of antitetanus serum. He will also receive sufficient analgesic to make his journey to the next station comfortable, and it has been found that the generous use of analgesics prior to operation has a marked effect in diminishing shock. If conditions allow, he will also receive hot drinks or food or necessary stimulants. Occasionally the patient is in so desperate a condition that further transportation is inadvisable, and he remains at the advanced dressing station.

After leaving the advanced dressing station the patient is taken to the casualty clearing station, C. C. S. of the British army, H. O. E. of the French army. This station is a variable distance away, depending on the military conditions. With the realization that the patient's condition depends very largely on the promptness of treatment, the tendency has been, in both the British and French armies, to move these hospitals closer and closer to the lines.

FOURTH CAMP

For Training of Officers for the Army to Open May 15.

The fourth series of officer's training camps will open on May 15 at various divisional camps and cantonments. Two per cent of the enlisted personnel of the Regular Army, National Guard and the National Army, except the Coast Artillery, will be designated to attend these schools. In addition young men who have had at least one year's military training at colleges and schools which have earned government recognition at any time during the last 10 years, will be admitted. This provision also applies to men of draft age.

Application should be made through the college or school attended and be accompanied by the report of a physician examination made by a well known doctor or surgeon. Letters from at least three persons not related to the applicant are to be submitted directly to the president of the educational institution, testifying to the character and standing of the applicant and giving the writer's opinion as to his fitness to be given a commission. Applications must be filed not later than May 1. Applicants who are less than 20 years and nine months, or more than 32 years old on May 15 will not be permitted to enter upon the training course.

It is understood that a number of young men in this vicinity will make application for admission to this series of camps.

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### The Grim Reaper

MRS. SUSAN P. KEEFER.  
Mrs. Susan P. Keefer, 70 years old, died Monday afternoon at the home of her son, A. S. Keefer, one mile east of Elmora's mill. Funeral from the Church of God at Breakneck Wednesday afternoon at 2 o'clock. Rev. J. B. Keim, of Windber, officiating. Interment in Mount Olive cemetery. Mrs. Keefer had been in poor health for some time. She was born at Geneva, Greene county and since her marriage to J. S. Keefer, had resided near Connellsville. She was widely and favorably known in the community in which resided, and her death is keenly felt by her friends



## COUNTY ROAD BILL IN 1917 \$273,369, BRIDGES, \$38,095

Figures Are Set Forth in First  
Annual Report of County  
Engineer.

### MUCH IS ACCOMPLISHED

Total of 4.92 Miles of Road Completed  
and a Great Deal Done in Line of  
Maintenance and Repairs; 154  
Bridges Under Control of County.

Complete and comprehensive figures  
on the cost of new construction, re-  
pairs and maintenance of public  
roads and bridges for the year 1917  
are contained in the first annual report  
of the county road and bridge engineer,  
John T. Gephart, Jr.

The report shows that during the  
year the grand total of \$273,369.06  
was expended in the road department  
and \$38,095.33 in the bridge depart-  
ment.

Under the head of roads the report  
shows that during the year contracts  
for 0.02 miles of permanent road were  
completed in addition to other work  
done on uncompleted contracts, and  
that 14.43 miles of road were repaired  
and maintained; the greater portion of  
this work being done by private con-  
tractors, though some was done under  
contract.

According to the report a total of  
45.20 miles of road has been com-  
pleted by the county since the perma-  
nent improvement of roads was be-  
gun; of which 34.57 miles have been  
completed and 10.63 miles is still un-  
der contract.

Among the roads completed was  
that from Pennsville to Iron Bridge,  
which the report shows to have cost  
\$93,210. This is a brick surface on  
concrete foundation, the length being  
15.612 feet.

On the road from the stone bridge  
east of the city, Pennsville, the re-  
port shows expenditures of \$11,673,  
the working being only partially com-  
pleted. Other roads in this locality  
and the expenditures therefor are:  
Connellsville township-Broad Ford,  
4.634 feet, \$8,495.11; Upper Tyrone  
township-Owensdale, 10.447 feet, \$15-  
463.34; Dunbar township-Leisensner  
No. 1, 11.860 feet, \$5,251.27.

For maintenance, the following  
sums were expended in this part of  
the county:

Connellsville-Broad Ford road,  
\$859.93; Upper Tyrone township-  
Owensdale road, including placing  
asphalt and stone surface treatment,  
\$1,092.50.

Inspectors and patrolmen cost the  
county \$2,356, of which \$1,181.63 was  
expended on the road from Connells-  
ville to Iron Bridge.

Damages paid reached a total of  
\$1,601.31, among which were the fol-  
lowing amounts on the Broad Ford  
road: Harry Morse, \$304; John Key-  
ser, \$300; Henry Metzger, \$184.65; H.  
C. Frick Coke company, \$87.65; Bal-  
timore & Ohio Railroad company, \$25.86.  
Peter Jurkic was paid \$34 damages  
to his property along the Owensdale  
road.

The report on bridges shows there  
are 154 structures under county con-  
trol. During the year 23 plank bridges  
were repaired. 27 new plank bridges  
were laid. 24 bridges were scraped  
and painted. 13 abutments and wing  
walls and three stone arches were re-  
paired, and other minor work done  
at an expense of \$8,152.23, this being  
done by employed labor.

In addition expenditures of \$26-  
925.95 were incurred in work done  
under contract, this including a bridge  
over Galley run between Broad Ford  
and Owensdale, a new floor on Trump  
run bridge, Connellsville, and a new  
floor to the bridge over the Youghio-  
ghery river at Daleport.

The detailed statement will be  
published in the next issue of the  
Courier.

### VIOLENCE DISCOURAGED

County Loan Committee Opposed to  
Rule of the Mob in Drive.

The Fayette county Liberty Loan  
committee does not approve of the  
acts of violence against non-pur-  
chasers of Liberty Bonds. The fol-  
lowing statement has been issued as set-  
ting forth its views:

"The Liberty Loan committee re-  
joices in the multiplying evidences of  
patriotic zeal and determination on the  
part of all those who are so loyally  
supporting the campaign for Fayette  
county. To these men and women  
whose blood is quickened by thought  
of the sacrifices and the peril of  
those who are upholding the banner  
of our country across the seas we  
shall owe the success of this great  
undertaking. But the committee wishes  
to speak a word of caution that we  
do not permit ourselves any indul-  
gence in those measures which are so  
alien to the ideals for which the Presi-  
dent has summoned us to war. There  
are other ways, more potent and ef-  
fective than resorts to violence, where-  
by a community can express its con-  
fidence in its purpose and its devotion  
to association with true Americans.

"We trust therefore that none of  
our citizens will commit any act  
which the whole county may not re-  
member with pride befitting our  
cause."

### GETS FOOT FAST.

Necessary to Cut Milk Can From Ohio-  
lyle Tot's Pedal Extremity.

Harry Dean, three years old, of  
Ohio, is like other boys. He likes  
to play. Friday he placed his foot  
in a small milk pail, of the kind that  
is narrow at the top, and paraded  
about his home. But when he tried  
to free himself from the bucket it re-  
fused to come off.

It was finally necessary to cut it  
loose.

If you have coal land for sale adver-  
tise it in The Weekly Courier.

## OVER THERE SOLDIER FULLY APPRECIATES MOTHER, SAYS INKS

Death of Comrade at Whose Funeral  
He Was Reared Causes Local Boy  
to Think Deeply.

A most interesting letter was re-  
ceived by Ernest Kooser from his  
friend, Sam Inks, of the 26th En-  
gineers, Company B, now doing an  
important work on the French front.  
Inks is a son of C. L. Inks, carpenter  
foreman for the Baltimore & Ohio, and  
was formerly employed by the West  
Penn. Railways company. His letter  
was written on April 8 and was re-  
ceived by Mr. Kooser the morning of  
the 26th. Extracts of interest follow:

"I am no longer with the main  
company. Ten of us are away on de-  
tached service and I'll say we are do-  
ing some work. Seven days a week  
now and nine hours a day. Of course  
that will all help win the war. I sur-  
ely am a different boy from when you  
saw me last. Heavier and have that  
old door look on my face, all frunkled  
and brown, and best of all I have  
never felt so good in my life.

"You are missing something great  
over here. Of course there is a chance  
of never returning, but after the first  
year, you don't worry. You just dig  
your heels in. You must die some-  
day. I never worry on that score. I  
just think I'll get back some day. I  
have been in a tight hole once and  
came out on top, so that adds confi-  
dence.

"One of my comrades died not so  
long ago, and I was selected as a pall  
bearer. He had a wooden casket and  
was put into an automobile ambu-  
lance and driven slowly to a cemetery.  
We six marched alongside, while a  
priest and a few soldiers carrying a  
flag marched ahead. Behind came  
the firing squad with the bugler. The  
casket was carried a half mile or so away,  
and going along the road all U. S.  
troops saluted, and the French troops,  
also the citizens, either stood at at-  
tention or removed their hats and  
saluted. Even the French people in  
moving vehicles stopped their horses  
and raised their hats until we all had  
passed. We arrived at the cemetery  
and after the preliminaries were over  
we lowered the body. Then the firing  
squad fired 21 shots over the grave;  
after that the bugler blew 'taps,' and  
he blew it so well a few tears dropped  
from my eyes. 'Taps' blown by a  
good bugler seems so mournful and  
dignified, I'll never forget that. Some  
poor, lone, broken-hearted good  
mother will never see her boy again;  
maybe the only son she had. I surely  
miss her. I made me sit up and do  
some real hard thinking about my own  
good mother—God bless her. I never  
knew or appreciated what a good  
mother was until now, and believe me,  
when I get back I'll surely show that  
I love my home coming. I can see the  
old home and my dear mother and dad  
and can almost picture her when we  
meet, her arms about me while she'll  
cry, 'My boy! My boy!' but not tears  
of sorrow; they will be tears of real  
joy."

"Keep up the good work of sending  
letters, papers, etc. Such things help  
wonderfully; and make a fellow feel  
mighty good."

### "BILLY" NILAND IS NOW AT CAMP MEADE.

William Niland, who enlisted some  
time ago in the Medical Department  
of the United States army, and who  
has been stationed at Fort Oglethorpe,  
is now at Camp Meade, Md., accord-  
ing to word received from him by his  
parents.

ALBERT FURNEY ENLISTS  
IN MEDICAL DEPARTMENT.

Albert Furney of South Arch street  
left Friday for Columbus, O., where he  
will enter the service of the United  
States Army Medical Corps. He en-  
listed in Pittsburg. His brother,  
Ralph Furney was called by Draft  
Board No. 2 Friday to go to Fort  
Thomas, Ky., on Thursday.

### DUNBAR BOY ENLISTS IN THE ARMY.

Charles W. Harvey of Dunbar, en-  
listed in the United States army Fri-  
day in Pittsburg.

### RAYMOND BALSLEY IS ADVANCED TO FIRST CLASS

Raymond H. Balsley, son of Mr. and  
Mrs. Charles H. Balsley of the West  
Side, who is in training as a naval  
aviator at the naval air station at  
Key West, Fla., has been advanced to  
quartermaster, first-class, having been  
recommended for that class and suc-  
cessfully passing the examination.

### ESTON RUSH HERE VISITING PARENTS.

Eston Rush, who is in military ser-  
vice at Camp Lee, Petersburg, Va., is  
spending a furlough with his parents,  
Mr. and Mrs. I. V. Rush of Prospect  
street.

### SOLDIER HOME FOR BROTHER'S FUNERAL.

Martin Ringler was called home  
from Camp Lee, Petersburg, Va., by  
the death of his brother, Edward  
Ringler.

### CLARENCE DUBIN HERE ON FURLOUGH.

Clarence Durbin, son of Mr. and  
Mrs. William Durbin of Dawson, is  
home from Camp Lee, Petersburg,  
Va., on a furlough.

### LOCAL COLORED YOUTH SAFE IN FRANCE.

Marshall Johnson, a colored mem-  
ber of the 688th Central Postal Dir-  
ection, is safe in France, and is well,  
according to a letter to his uncle, D. C. S. Johnson, of  
Connellsville.

### OH, THOSE DOUGHNUTS! WRITES ALBERT ROSE.

The noble work of the Salvation  
Army women and of the Y. M. C. A.  
in France, is spoken of in the highest  
of terms by Albert Rose, who is with  
the Engineers, somewhere in France,  
in a letter to his parents. Mr. and  
Mrs. F. C. Rose. Young Rose writes  
that the Salvation Army women have

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school. Two view points occur to us  
in accepting the flag. First, the char-  
acter of the man who presents it. It  
Second—Sacrificial patriotism. It  
symbolizes.

"A timely lesson for all people, but  
especially those of plastic school age  
is to view the record of a self-made  
man. Behold him today, Dunbar's dis-  
tinguished son. Proud are we to call  
him our friend, a leading light among  
many luminaries of legal lore in great  
Fayette county.

"As he made sacrifices to win, so  
does this flag today speak of sacri-  
ficial patriotism. Its colors are red,  
white and blue. The red symbolizes  
the warm, red blood pulsating in the  
true patriotic heart, willing if need  
be to die that man may be free. The  
white typifies purity of life and stan-  
dards citizenship, which ought to char-  
acterize the people living under its  
folds. The blue reaches hope that a  
genuine American is a believer in  
God, and hopes for a future life be-  
yond the grave. Sacrifice is written  
in every fibre of that flag. We are  
fighting because we believe that not  
only one nation, but all nations have  
a right to be free and to govern them-  
selves.

"How shall we make our patriotism  
practical? Today is Liberty Loan  
Day. Need one urge you to provide  
the sinews of war for our brave boys  
who have given their all to fight our  
noble cause. Stand loyally by the  
government. No nation or alliance of  
nations can conquer this republic if  
we but be true to our fathers' ideals."

The boys who will be sent to Camp  
Lee from Scottdale on Sunday after-  
noon with a contingent from West  
Newton and the above named selec-  
tives will be given a soldier dinner at  
the Scottdale Young Men's Christian  
Association this evening at 6.30 o'clock  
sharp. On account of the lateness in  
receiving the orders for the entrain-  
ment of the Fort Thomas boys the in-  
vitations to the dinner only went out  
last night, and the association is  
anxious that all named be present.  
The local board endorses the invita-  
tion which makes it in the nature of  
a command as important matters will  
be discussed as well as the dinner  
given by the Ladies' Auxiliary of the  
Y. M. C. A.

The Scottdale Elks entertained the  
Scottdale draftees at a dinner Wed-  
nesday evening, bidding farewell to  
the Camp Lee boys.

IRENE HOLLAND ENLISTS  
AS RED CROSS NURSE.

Miss Irene Holland, daughter of Mr.  
and Mrs. J. F. Holland of East Pater-  
son avenue, enlisted as a Red Cross  
nurse, and accompanied by 200 other  
nurses left Pittsburg on Wed-  
nesday for a training camp prepara-  
tory to going to France. Miss Hol-  
land was graduated from the Columbia  
hospital, Pittsburg, and successfully  
passed the state board examination  
for a Red Cross nurse.

### RALPH GRAY IS TRAINING FOR GUNNER.

Ralph Gray, who has been station-  
ed at San Antonio, Tex., has been  
transferred to Fairfield, O., to train for  
a gunner. He will be located there  
for about six weeks. Young Gray is a  
son of Mr. and Mrs. Charles Gray of  
South Pittsburg street.

### DR. DON BROOKS IS HOME ON FURLOUGH.

Lieutenant Don D. Brooks, station-  
ed at Camp Meade, Annapolis, Md.,  
is spending a furlough with  
his wife and baby.

### GOES TO JOIN THE ENGINEERING CORPS.

W. E. Gaus, a Baltimore & Ohio  
railroad fireman, left Monday morn-  
ing for Camp Dix, Wrightstown, N. J.,  
to join the 54th Engineers.

### Red Cross shipment.

The number of finished articles  
shipped to date to the Red Cross head-  
quarters by the Dawson Red Cross  
are as follows: Surgical compresses,  
2,100; surgical sponges, 1,494; hospi-  
tal shirts, 177; pajama suits, 85; wash  
cloths, 28; towels, 154; wristlets, five  
pairs; socks, 102 pairs; sweaters, 142;  
scarfs, five.

### Dawson Baccalaureate.

The annual baccalaureate sermon to  
the seniors of the Dawson schools  
will be delivered on Sunday evening,  
May 5, at the Sunday evening com-  
munity services of the churches of  
Dawson.

### Attorney-at-Law.

GEORGE M. HOSACK, ATTORNEY-  
at-law, Office, Suite 109 Park Build-  
ing, Pittsburg, Pa. Telephone 1842.

### Notice.

UNIONTOWN, PA., APRIL 30, 1918.  
To All Concerned: Mr. J. T. Wilson is  
no longer connected with the firm of J. T.  
Wilson Fuel Company, he having  
severed his connection as of date of  
April first, 1918. All accounts due or  
payable by said firm prior to April  
first, 1918, should be settled with J. T.  
Wilson. Signed, J. T. WILSON, JOHN  
O. CLARK, C. C. CARTER, S. L. MAY,  
J. T. WILSON.

### Will Present Play.

The Glee club of the Dunbar town-  
ship high school will give an opera-  
ta Friday evening, May 10, in the high  
school auditorium at Leisensner No. 1.  
The proceeds are for the benefit of  
the Sentinel for purchasing pictures  
for the hall, and records for the  
high school talking machine.

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Benjamin C. Budd and Gertrude C.  
Clunder of West Newton, were grant-  
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Provost Marshal General Crowder  
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in an industrial enterprise, hence are  
not entitled to deferred classification.  
By this decision he has reversed the  
ruling of local boards which have held  
that newspaper employees are neces-  
sary assistants in a necessary indus-  
trial enterprise.

### Stork Leaves Son.

A son, the first child in the family,  
was born Tuesday to Mr. and Mrs.  
Tony Martucci of West Peach street.  
Born Martucci before her marriage  
was Miss Irene Noschese.

### Subscribe for The Weekly Courier.

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### ORANGES COME HIGH.

Have Advanced Hundred Per Cent in  
Price in City Markets.

Talking about increases in prices  
oranges have outstripped the average  
article sold in Connellsville markets.  
In the past few weeks they have gone  
up 100 per cent. The kind one for-  
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were 30 cents a dozen are now 60c.  
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### There doesn't seem to be any scar- city.

### NEWSPAPER MEN

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## ST. JOHN'S CHURCH STARTS FUND FOR NEW BUILDINGS

School House and Convent  
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Side Property.

### FUND CANVASS IS BEGUN

Accommodations for School Purposes  
in the Basement of the Church Have  
for Long Time Been Inadequate;  
Parsonage Will Be Remodeled.

In celebration of its 25th anniver-  
sary St. John's Slavish Roman Cath-  
olic church on the West Side will erect  
a new school, a convent for the sis-  
ters and also remodel the parish  
house. Pursuant to this plan com-  
mittees of the congregation Friday  
started a canvass for funds to finance  
the project. Without much effort the  
sum of \$1,425 was raised as a start.

The accommodations for school pur-  
poses are inadequate. Classes are  
held in the basement of the church.  
This is unsatisfactory. For some time  
there has been under consideration a  
plan to install sisters as teachers, and  
the time is now believed to be ripe  
to launch the project.

There is ample space on the present  
church grounds for the buildings pro-  
posed. The parish house will remain  
where it is in Crawford avenue, and  
the school and home for the sisters  
will be erected in the rear.

Rev. M. Tusk, pastor of the church,  
started the fund by a contribution of  
\$300. Others who subscribed during  
the day were: John Suka, \$100;  
George Hovante, \$100; John Kocic,  
\$75; Michael Barisda, \$75; A. C. Her-  
wick, \$100; Jacob Soltis, \$100; John  
Jinter, \$75; John Medoruck, \$50;  
Miss Margaret Jacques, \$25; J. L.  
Studer, \$150; Rev. J. T. Buras, \$200;  
Pryce Printing company, \$25; Ira  
Moon, \$25; Fred Munk, \$10; J. H.  
Meredith, \$25; O. Mittereder, \$10; John  
Phillips, \$25; Rev. D. Zubrzycki.

Over 100 DUNBAR  
TOWNSHIP STUDENTS  
PASS EXAMINATIONS

Tests Are for Entrance to the High  
School and Show Consistently Large  
Number Proficient.

Out of a class of 111 eighth grade  
pupils of the Dunbar township  
schools, 102 successfully passed the  
entrance examination for the high  
school on Saturday, April 27. Ida  
Behrens led the class with an average  
of 92.12 per cent. Violet Hardy took  
second honors with an average of 90  
per cent. The following are the suc-  
cessful candidates:

Mike Behonk of Adelaide, Proves  
That He Is No Pro-German.

Charging him with being a pro-Ger-  
man, J. C. Roadhaver and Fred Wal-  
ker, two Camp Lee soldiers home on  
furlough, took Mike Behonk of Ade-  
laide, to the police station Saturday  
night to have him locked up. The  
accused man Sunday proved that he  
had been in training at Camp Lee but  
had been discharged because of being  
an alien enemy. He was discharged  
a large crowd followed Behonk and  
the soldiers to the police station, and  
threats were made against the for-  
eigner. The police say the soldiers  
were under the influence of liquor and  
arrested Behonk without cause.

### FOUR TO GRADUATE

Annual Commencement of the Gibson  
High School Friday Night.

Four members of the senior class  
of the Gibson high school at South  
Connellsville will be graduated Friday  
evening, at which time the annual ex-  
ercises will be held in the school  
hall. Attendance will be by invita-  
tion on account of the limited space.  
Lester Condit will be valedictorian  
and Charlotte Artzman salutatorian.  
The other members are Blair Young-  
kin and Raymond Griffiths.

The baccalaureate, German was de-  
livered last night by Rev. M. B. Mc-  
Laughlin. The choir of the Evangel-  
ical church sang.

### SERIOUSLY INJURED.

Companion of Rockwood Man, Who  
Was Killed, Narrowly Escapes.

Ira C. Marker of Rockwood, was se-  
verely injured in the automobile ac-  
cident in which James W. Thomas of  
Frostburg, Md., lost his life on Wed-  
nesday afternoon. While they were  
driving up Main street at Rockwood,  
with Marker at the wheel, something  
happened to the steering gear and the  
car crashed into a telegraph pole. It  
turned over, pinning Thomas beneath  
the wreck. Thomas died while on his  
way to the Cottage State hospital.  
Thomas made his home at the Mer-  
chants hotel, Rockwood.

### Party at Afternoon.

Mrs. A. K. Foltz of Dunbar, gave a  
very enjoyable party on Tuesday eve-  
ning at "Rose Hill," the home of her  
parents, Mr. and Mrs. T. P. Kramer  
of Altoona, the crowd going by au-  
tomobiles. Those present were Misses  
Ruth Langhrey, Jessie Baker, Mar-  
garet Smiley, Virginia Ellenberger,  
Carrie Boyer, Mrs. Ed McLaughlin and  
Messrs. John Golden, Dr. Cezec,  
Warne Rankin, Harry Mitchell, Henry  
Stevenson and J. K. Foltz, all of Dun-  
bar, and Miss Mathilde Dence, Clinton  
Fleischer and Paul Snyder of Altoona.

### Party for Drafted.

A party was given Saturday night  
at the home of H. W. Barricklow in  
Dunbar township in honor of George  
Pydell, who left last night with the  
draftees from district No. 5, for Camp  
Lee, Petersburg, Va. The evening  
was delightfully spent at music and  
various games.

### Dainty Luncheon was served.

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selves.

"How shall we make



## MORE SHIPS ARE NEEDED TO MAKE NAVY EFFECTIVE

U. S. Battle Cruisers Not "Over There" Because of Lack of Colliers.

### U-BOAT END IS IN SIGHT

Unless the Germans Invent Noiseless Engine the Submarine is Doomed and That in Few Months, Declares Speaker at Navy League Rally.

The urgent need of United public support of the Shipping Board in its program for supplying ships for transportation of supplies to the American forces in France and for the Allies was presented to a large audience in the high school auditorium Wednesday night by Captain William H. Stayton, a former naval officer, who came here under the auspices of the Navy League.

As showing the need for greatly increasing the output of ships Captain Stayton gave what he said were official figures to show that the total tonnage of the world had been decreased from 80,000,000 tons at the beginning of the war to 40,000,000 tons at the present time the total is not more than 32,000,000.

Under the leadership of Charles M. Schwab, who was recently named director general of shipbuilding, Captain Stayton expressed the belief that the United States will be able to accomplish what was deemed before to be impossible—the construction of 10,000,000 to 12,000,000 tons a year and thus offset the work of the submarine.

The depth bomb as an instrument for locating the sea pirates by means of the vibration of the engine gas promise of solving the menace of the under-sea boats in the next few months, Captain Stayton said. He gave a new description of the depth bomb, declaring that a tin can or anything of the sort filled with explosive and discharged at any depth determined upon by means of a string and a trigger serves the purpose. He said there is nothing to the theory of the bomb denoted by pressure at certain depths, as generally accepted.

Germany is trying to develop a silent submarine engine and if she succeeds, he said, the United States and her allies will have to start over again in finding a method to locate the pests.

There are no large warships of the United States in European waters, Captain Stayton said, because the supply of colliers is not sufficient. As against 2,207 of these vessels necessary the country has 24, he said.

Somewhat of a shock was created by the captain's picture of the possibilities of the Russian war fleet now in the possession of the Germans getting into the Atlantic and playing havoc with the transport of troops and supplies from the United States to France.

This he said would probably be overcome in a few months but not before a lot of lives had been lost. There is no way to prevent it, in his opinion.

Captain Stayton's figures did not ring true when he talked of the tonnage necessary to transport and maintain the United States army in France. He declared that 9,000,000 tons are needed for every million soldiers. According to Secretary Baker, he said, the United States now has only 2,700,000 tons for this purpose.

He did not explain how with about a fourth of the required tonnage the United States has put over a half million men across.

The speaker took a rap at organized labor, asserting that men in shipyards are not showing the right spirit in the amount of work performed daily.

Closing his address Captain Stayton appealed to the public to write to the Shipping Board and to members of Congress approving the government ship building program.

Prior to the address, the high school girls' chorus of about 100 voices sang several patriotic numbers, following which Miss Mary McConnell sang "Liberty Bell," the final chorus being a parody, "Liberty Loan."

Mayor Duggan presided.

### SPARE THAT CHICKEN!

Food Administration Appeals to Motorists of the State to Observe Care.

PITTSBURGH, April 25.—The Food Administration for Pennsylvania issues an appeal to the motorists of Pennsylvania on behalf of the hen and her brood. It says that one of the most serious losses to the poultry industry of late years has been the mortality of hens and broods of little chickens on highways where there is considerable motor traffic. This loss is estimated to be greater than the depredations by hawks and with the steady increase in the number of motor cars is now an important factor in the food situation.

Motorists are asked to exercise care and use their influence to prevent the killing and crippling of poultry which have wandered into the road. An injured fowl or young chicken is usually unable to hunt its feed and either dies or becomes a runt.

The chick that you spare today may be your Sunday dinner a few months hence.

### KILLED BY TRAIN.

—Veteran Steps in Front of Cars at Brownsville.

W. J. Johnson of Brownsville, was killed Thursday in the South Brownsville Monongahela Railway company yards, when he accidentally stepped in front of the Fairmont express train.

Mr. Johnson was a Civil war veteran and had been employed by the Monongahela Railway company for the past 15 years.

## DETAILED FIGURES TELL OF WORK OF RED CROSS WOMEN

Total of Over 16,000 Pieces of Work Completed at Scottdale for the Seventh Ingathering.

The report of the seventh Ingathering of the Red Cross, aggregating 16,166 pieces, shows the following contributions by the several units:

Unit No. 1—Mrs. Huttelmaier, chairman; Miss Smith, secretary—65 hospital shirts, 1 sweater, 6 socks, 12 knee bandages, 24 towels.

Unit No. 2—Miss Lillian Perry, chairman; Miss Eicher, secretary—6 sweaters, 12 wristlets, 4 socks, 6 helmets.

Unit No. 3—Mrs. Marsh, chairman; Miss Ruth Rittenhouse, secretary—330 towels, 3 helmets, 20 dish cloths.

Unit No. 4—Mrs. Shortt, chairman; Mrs. King, secretary—220 towels, 40 hospital shirts, 70 abdominal bandages, 18 socks, 3 helmets, 64 5-yard rolls, 25 8x4 compresses, 50 sore foot socks, 9 sweaters, 18 wristlets, 3 knee bandages, 200 2x2 wipes, 100 4x4 wipes.

Unit No. 5—Mrs. F. L. Brown, chairman; Mrs. Herbert, secretary—6 sweaters, 8 wristlets, 44 socks, 2 helmets.

Unit No. 6—Miss Parry, chairman; Miss Maude Love, secretary—70 pillow cases, 30 towels, 5 shirts, 1 helmet, 7 sweaters, 1 scarf, 12 socks, 6 wristlets.

Unit No. 7—Mrs. J. L. Raynor, chairman; Mrs. Anderson, secretary—25 hospital shirts, 60 pillow cases, 8 sweaters, 30 socks, 15 helmets, 180 towels, 110 bandages, 66 wristlets, 2 scarfs.

Unit No. 8—Mrs. Engle, chairman; Miss Ruth Jenika, secretary—1 sweater, 16 wristlets, 240 abdominal bandages, 18 socks, 80 trl. bandages, 270 towels.

Unit No. 9—Mrs. Zimmerman, chairman; Mrs. Bash, secretary—180 towels, 2 sweaters, 15 hospital shirts, 45 pillow cases, 8 socks, 1 helmet, 4 bed jackets.

Unit No. 10—Mrs. P. J. O'Connor, chairman; Mrs. Kennedy, secretary—3 sweaters, 104 socks, 33 towels, 5 convalescent gowns, 1 scarf, 37 hospital shirts, 100 pillow cases, 90 bandages.

Unit No. 11—Mrs. Wadsworth, chairman; Miss Glasburn, secretary—2 scarfs, 4 socks.

Unit No. 12—Mrs. Whaley, chairman; Mrs. Byrne, secretary—330 towels, 10 sweaters, 4 wristlets, 136 pillow cases, 24 bed socks, 120 abdominal bandages, 12 triangular bandages, 24 eye bandages, 144 socks, 78 hospital shirts, 5 convalescent gowns, 100 8x4 wipes, 600 4x4 compresses, 600 8x4 compresses, 14 12x24 absorbent pads.

Unit No. 13—Mrs. F. C. Wray, chairman; Miss Rachel Walworth, secretary—30 pillow cases, 4 socks, 4 wristlets, 2 bandages, 12 towels.

Unit No. 14—Miss Bess Millm, chairman; Mrs. D. Brooks, secretary—60 towels, 1 sweater, 25 pillow cases.

Unit No. 15—Mrs. Benjamin Willard, chairman; Miss Mae Gibson, secretary—24 bandages, 2 sweaters, 2 socks, 6 wristlets, 4 helmets.

Unit No. 16—Mrs. A. C. Overholt, chairman; Mrs. H. B. Hartman, secretary—1 sweater, 1 scarf, 4 socks, 16 wristlets, 10 helmets, 1000 2x2 wipes, 200 4x4 wipes, 600 4x4 compresses, 240 4x4 compresses, 168 5-yard rolls.

Unit No. 17—Mrs. Rosensteel, chairman; Mrs. Peterson, secretary—3 sweaters, 1 scarf, 6 wristlets, 10 socks, 6 helmets.

Unit No. 18—Mrs. Pyle, chairman; Mrs. Heinley, secretary—2 sweaters, 1 scarf, 2 wristlets, 1 bag sundries, 50 hospital shirts, 12 socks, 110 bandages, 150 towels, 37 pieces layette (donated by Mrs. Ischy).

Unit No. 19—Mrs. W. F. Stauffer, chairman; Miss Pergam, secretary—150 8x4 compresses, 175 5-yard rolls, 375 4x4 wipes, 1225 2x2 wipes.

Unit No. 20—Miss Pauline Parker, chairman; Miss Oberly, secretary—10 dish cloths, 4 socks, 80 towels, 4 wristlets, 49 bandages.

Unit No. 21—Miss Carlson, chairman; Miss Berkstrohm, secretary—6 sweaters, 18 wristlets, 264 towels, 84 bed socks, 14 knee bandages, 4 socks, 4 helmets, 108 bandages, 11 wash cloths, 82 eye bandages.

Unit No. 22—Mrs. Moore, chairman; Miss Margaret Finney, secretary—5 sweaters, 20 wristlets, 8 wash cloths, 7 knee bandages, 24 socks, 1 helmet, 1 ambulance robe, 20 eye bandages.

Unit No. 23—Miss Clarkson, chairman; Miss King, secretary—work not completed.

Unit No. 24—Miss Fitzgerald, chairman; Miss Hixon, secretary—1 sweater, 1 scarf, 14 wristlets, 16 socks, 1 helmet.

Unit No. 25—Mrs. J. B. Campbell, chairman; Mrs. Glasgow, secretary—1 sweater, 4 wristlets, 2 helmets, 106 5-yard rolls, 1060 2x2 wipes, 175 4x4 wipes, 400 8x4 compresses.

Unit No. 26—Miss Katherine McBurney, chairman; Miss Kelly, secretary—1 sweater, 1 helmet, 2 scarfs, 2 wristlets.

Unit No. 27—Miss Katherine Weddell, chairman; Miss Armstrong, secretary—1 sweater, 14 wristlets.

Unit No. 28—Mrs. J. M. Zimmers, chairman; Mrs. Mellinger, secretary—work not completed.

Unit No. 29—Mrs. Connors, chairman; Miss Moore, secretary—396 towels, 210 abdominal bandages, 2 sweaters, 2 wristlets, 1 eye bandage, 1 knee bandage, 1 scarf.

Unit No. 30—Mrs. W. A. Budd, chairman; Mrs. Kennell, secretary—60 towels, 12 bandages, 24 eye bandages.

Unit No. 31—Mrs. Olery, chairman; Miss Jarrett, secretary—1 sweater, 1400 8x4 compresses, 60 sore foot socks, 38 knee bandages, 150 eye bandages, 20 wristlets, 18 long straps and buckles, 64 abdominal bandages, 24 towels, 1 wash cloth, Refugee work—4 muslin chemise, 1 jacket, 1 petticoat, 1 midy, 1 skirt, 1 black under-skirt, 1 pair baby shoes, 1 pair baby stockings, 2 gingham dresses, 1 lady's vest, 1 vest (man's), 1 drawers (man's).

Unit No. 32—Miss Carrie Wiley, chairman; Miss Cecelia Reid, secretary—5 hospital shirts, 48 5-yard rolls, 120 4x4 compresses, 400 2x2 wipes, 200 4x4 wipes.

## BANNER OF THE COUNTRY, CLAIM OF SCOTSDALE

Women of That Community in Year Have Made 62,174 Red Cross Articles.

### MATERIALS COST \$18,000

Not boastfully, Leaders of Chapter Assert That Considering Population Record of Mill Town Has Not Been Surpassed by Any Unit in Nation.

According to a summary of articles turned in to the Scottdale chapter of the American Red Cross, the women of that community have, in seven Ingatherings, the latest of which has just been completed, provided the government with a total of 62,174 articles. This is claimed to be the record for a community of its population.

The seventh Ingathering is in keeping with the high standard of the previous ones and shows a total of 15,166 pieces.

"The wonderful amount of work done by the 'ladies' units is certainly an honor to this community," says a statement issued by the publicity committee. "The women of Scottdale, by reason of their patriotism, have answered every patriotic call. Within 90 days after the war was declared 27 units were organized and working. The total now is 32 representing a population of about 10,000."

"Scottdale auxiliary has purchased about \$18,000 worth of material from the date of organization, April 8, 1917, to April 8, 1918, and has made up the same into 62,174 articles of comfort for our soldier boys. Compare the record, item by item, with any other auxiliary, branch or chapter, and we believe you will find Scottdale auxiliary in the banner organization in the United States, taking into consideration the population."

"We are not saying this in a boastful manner, but simply to show that in the vital factors of the war, Red Cross, Liberty Loans or whatever the call is—the people of this community have loyally answered every demand on its manhood and womanhood. This community has gone about its war tasks with real and earnest intent and individuals and citizens do rather than what they say that will count in winning the war."

Mrs. C. L. Huttelmaier is head of the women's Red Cross work.

The report of the auxiliary, covering the seven Ingatherings, shows the following articles made during the year ending April 18, last:

Surgical dressings, 28,360  
Towels, 12,175  
Abdominal bandages, 8,776  
Surgical shirts, 2,016  
Shoulder wraps, 1,441  
Socks, 1,789  
Wristlets, 1,076  
Sweaters, 425  
Shirts, 328  
Helmets, 234  
Pillow cases, 1,307  
Bed socks, 332  
Eye bandages, 707  
Knee bandages, 191  
Convalescent gowns, 157  
Palajamas, 173  
Sore foot socks, 533  
Wash cloths, 193  
Hot water bag covers, 187  
Triangular bandages, 202  
Shells, 13  
Pneumonia jackets, 12  
Handkerchiefs, 134  
Baby layette, 71  
Bergin outfits, 33  
Straps and buckles, 36  
Dish cloths, 30  
Bed jackets, 4  
Ambulance robes, 1  
Miscellaneous, 241

Total number of pieces, 62,174  
The total for all units in the last Ingathering, April 18, follows:—9,675 surgical dressings, 2,793 towels, 1,209 abdominal bandages, 461 pillow cases, 306 hospital shirts, 462 socks, 264 wristlets, 76 sweaters, 44 helmets, 13 scarfs, 301 eye bandages, 75 knee bandages, 168 bed socks, 136 sore foot socks, 92 triangular bandages, 77 pieces baby layette, 16 pieces refugee work, 36 straps and buckles, 30 dish cloths, 34 wash cloths, 4 bed jackets, 10 convalescent gowns, 1 ambulance robe, 1 bag sundries; total, 16,166 pieces.

**CHAMPIONS BANQUET**  
Lady Macabees Are Presented With Plaque For Past Season.

To celebrate the close of a successful season the Lady Macabees basketball team held a banquet at the Young House restaurant Wednesday. Members of the team and several guests were present. Music was furnished by a phonograph and after the dinner an impromptu dance was held. Prior to the banquet a box party was held at the Paramount theatre.

The banner for the champion girls' team of Fayette and Westmoreland counties was presented to the Macabees. The large pennant was of a blue background with gold letters. The banner bears the inscription, "1917-18 Girls' Champions." It will be placed on exhibition for the remainder of the week. The Lady Macabees won the championship of the two counties from the Scottdale girls, defeating them on a local floor.

Present at the dinner were: Mrs. C. A. Wagner, Mrs. Olive Whitmore, Misses Mae, Ruth and Amelia Mosley, all members of the team; Miss Daisy Ash, manager; Ed. Wall, coach; C. A. Wagner, James M. Driscoll and Robert Grim. Short talks were given by Miss Ash, Ed. Wall and C. A. Wagner.

High School to Receive \$52,000.  
State Treasurer E. M. Kephart is making arrangements for the distribution of \$52,000, constituting the state allowances to the 1,000 high schools in the state.

**EDWARD MCGIVERTY**  
OFF FOR SOMEWHERE.  
"I am enjoying army life in Texas, but by the time you receive this I will have left the Lone Star state for—I don't know where," writes Edward McGiverty, member of the 110th Aero Squadron, to The Courier, from Waco, Texas. McGiverty went south with Alva Cochran and others, but he was the only one sent to Waco.

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HE'S SAFE OVER THERE.  
Byron Rhodes of the West Side is safe in France and getting the best out of army life, according to a letter to his parents, Mr. and Mrs. Daniel Rhodes. The people of France act as if they could not do too much for the Americans, he says. Rhodes is in the veterinary service.

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Colonel and Mrs. James J. Barnhart of Sunnyside left Friday morning for an embarkation camp to see their son, Frank L. Barnhart, who will leave soon for "Over There." Young Barnhart is a member of Company D, 110th Regiment, and served on the Mexican border in 1916. He has been with the company at Camp Hancock, Augusta, Ga., since last September. On leaving this morning Colonel Barnhart, who is a veteran of the Civil War, stated he would also go across if he could get a commission.

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## "DON'T LET THE GERMANS TAKE YOU PRISONER," IS THE SPIRIT BOYS LIKE

To Have Their Mothers Display; It Nerves Them to Meet Big Tasks They Are Having Over There.

The spirit the mothers "back home" in America display towards the participation of their sons in the war is going to prove a mighty factor in sustaining them in the great struggle. When the parental injunction takes the form: "Whatever you do, do not let the Germans take you prisoner," the effect upon the person to whom it is addressed, if he be a soldier in France, is certain to be most stimulating. This is strikingly illustrated in an incident in which a mother and son, both known to many Connellsville people, figure.

In one of her letters to her son, Sergeant N. A. Driscoll, of Battery B, 17th Field Artillery, with the American Expeditionary Forces in France, Mrs. Catherine C. Driscoll, used the words quoted. In reply Sergeant Driscoll wrote:

"The Spartan mother has become proverbial, but in all history there is no line to excel that of your, 'whatever you do, do not let the Germans take you prisoner.' With God's help I'll try to satisfy you."

"Last Tuesday was a red letter day in camp. Mail came in in bagful, and best of all there was something for me. Gee! It's great to receive letters. If you all knew what a letter means to the boys in France, you'd spend half your time writing to them. It's a keen disappointment to see a bag of mail come in and receive nothing. 'I've not suffered so much as a headache since I joined this man's army. Not even a frost bite. Guess that's going some. I am in wonderful shape; don't worry about me. I'm fit to fight a dozen 'snuggers' this minute, and I'm coming back in at least as good shape in every way as when I left and far better for the experience."

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## REFUSAL OF OPEN TOP CARS TO WAGON MINES IS UPHELD

By Decision of the I. C. C. on a Complaint Filed By a Coke Region Producer.

### IS IN PUBLIC'S INTEREST

As a Whole, It is Held; Although a Discrimination Between Shippers as a Class, Is Not Unjust Nor Prejudicial Within Meaning of Statute.

The Interstate Commerce Commission has upheld the railroads in their refusal to furnish open-top cars to wagon mines. In a decision handed down in proceedings brought against the Baltimore & Ohio railroad by Ewing B. Swaney, who operates a wagon mine near York, Pa., the commission says that the practice of refusing open-top cars to wagon mines is "shown to operate in the interest of the public as a whole," and is not an unjust discrimination.

The decision is on an action taken subsequent to July 24, 1917, on which date the Baltimore & Ohio Railroad company issued an order restricting wagon loaders to the use of box cars. A vigorous protest arose from the wagon operators of Fayette county, an association was formed with V. D. Madigan of Conneltsville as president, and the filing of a complaint with the Interstate Commerce Commission by Ewing B. Swaney, a member of the association, was authorized. Attorney L. B. Brownfield of Uniontown, prepared the complaint. The full text of the decision follows:

"The examiner proposed the following report: The issue springs from the refusal of the defendant carrier to furnish open-top cars for loading coal on tracks set aside by it as general depots for the receipt and delivery of carload traffic. The tracks are called 'public team tracks' for the reason that they are open to all shippers, and in this particular differ from the private and industrial tracks which are used only by individual shippers. On this latter class of tracks it is the practice of the defendant to furnish open-top cars for the loading and shipment of coal, and its refusal to treat likewise shippers who use the public team tracks is alleged by the complainant to be unduly prejudicial within the meaning of Section III of the regulating statute.

"Customarily coal is loaded at the mines through tipples on specially arranged tracks, which are not used by the railroads for other traffic. Indeed, in normal times, the practice is seldom otherwise. This method, which has proven most efficient and economical to both railroads and shippers, permits of a highly expeditious service, it being possible in many places to drop capacity loads almost bodily into open-top cars, as well as those using box-cars, beneath the tipples. Coal is produced in the greatest volume at these operations, which largely outnumber all others, and are called 'tipple mines' to distinguish them from mines not similarly equipped with modern loading facilities.

"Another class of mines, comparatively few in number, and not operated extensively except when the demand for coal is unusual, and the prices high, are called 'wagon mines,' for the reason that they are not reached by railroad tracks. In shipping coal from these mines it must be hauled by wagons or auto trucks to the railroad tracks, where it is loaded to the cars through the slow process of shoveling. Since the beginning of the war, which created an extensive demand for coal, an unusually large number of such mines have been opened at points within teaming distance of the several lines of railroad that serve the coal region. Naturally the range of distribution for the already inadequate supply of open coal cars was thus enlarged; that is to say, of the whole available supply which otherwise would go chiefly to the tiddle mines a substantial share had to be diverted to the wagon mines.

"As this condition developed, both the nation-wide need of coal and the shortage of cars became more acute. But this was not all. The steady increase in the volume of traffic of all classes began heavily to tax the carriers' rails, and serious congestion was rapidly being approached. Obviously relief in some form was essential and as a measure in that direction the carriers' commission on car service, as early as May 7, 1917, and on several subsequent dates, strongly urged a greater utilization of box cars for the loading of commodities that ordinarily would be transported in open cars. Coal was included.

"Until July 24, 1917, the defendant was furnished open-top cars to both tiddle and wagon mines. On that date it ceased so to furnish the wagon mines, where the loading had to be accomplished on its public team tracks; but continued to furnish both these mines and the tiddle mines with open cars where the loading was done on private or industrial tracks. In thus compelling the use of box cars for team-track loading the result sought was to make available a larger supply of open-top cars for loading at the tiddle mines, and in that way to aid in increasing the production and movement of coal.

"In seeking this end the defendant began at the public team tracks on the theory that to keep open-top cars off such tracks, where a general traffic is handled, would permit of a more rapid movement and therefore a greater utilization of the equipment. To illustrate: Box cars when made empty on public team tracks are often in a position to reload immediately with coal without further switching.

"The coal cars must be brought in and specially set, which often delays the shifting of many ad-

ditional cars. Moreover, because of the general traffic there handled, it is urged by the defendant that the risk of congestion and consequent delay on public team tracks is greater than on private or industrial tracks that are especially set aside for the loading of particular commodities such as coal.

"The general order prohibiting the use of public team tracks as a place for loading coal in open cars was extended to all parts of the defendant's line without discrimination. Results were noticeable almost immediately. In July 1917, 2,128 cars were loaded with coal on the team tracks. In August, substantially the same number, or 2,035 cars were loaded. Of the total so loaded in July 88.6 per cent were open-top. Under the order no open-top should have been loaded on the team tracks in August; but through error, of the total number so loaded, 5.4 per cent were open-top, and the balance box cars. The open-tops available for tiddle mine loading was thus increased without materially decreasing the volume of wagon mine production.

"The complainant operates a wagon mine, the openings of which are from 200 yards to one-half mile from the defendant's right of way at York, Pa. From these openings to Fairbance, Pa., also on the defendant's line, the distance is nearly one mile. The coal is brought by wagons or auto trucks either to York or Fairbance where it is loaded into cars on the defendant's public team tracks. The daily productive capacity of the mine is about 150 tons, of three cars; but the average car supply has been much less. From six to eight hours are required to load each open-top car. After July 24 the complainant was supplied with box cars only. The cost of loading this class of equipment admittedly is greater than that of loading open-top cars.

"Additional help is required to shovel the coal back from the doors into the box car, more time is consumed and after a loading is completed the doors of the car must be boarded. These items of expense are said to average \$10 a car in excess of the cost of loading open-top cars. Furthermore the additional cost of unloading must be reckoned with. Some buyers have insisted upon a substantial allowance in the selling price for the extra cost of unloading box cars. Others have refused to purchase coal so loaded, especially where it had to be discharged from the cars on piers, or at industrial plants specially equipped with facilities for handling open cars. These combined elements increased the complainant's cost of production, correspondingly reduced his profits, and to some extent restricted the volume of his business. Other wagon mine operators in the same vicinity were not likewise affected, because they could reach private or industrial tracks, and therefore were supplied by the defendant, as tiddle mines are, with open-top cars.

"The pecuniary disadvantage of the complainant, which arose directly from the action of the defendant carrier in its different treatment of shippers as a class, by furnishing open cars to some and box cars to others, depending upon the class of track facilities which they were compelled to use forms the basis of the contention that the practice is unduly prejudicial to the violation of Section III of the act.

"But these were conditions existing August, 1917, when the complaint was filed. Since then the situation has changed somewhat. On August 21, 1917, the President fixed the mine prices of coal, and when that was done allowances were no longer deducted from the selling price on account of box car loading. To that extent the disadvantage of the wagon mine operators using the public team tracks was made less. Later, October 7, 1917, before this case was heard the fuel administrator, acting for the fuel administrator, permitted wagon mine operators to increase by 75 cents per ton the mine prices formerly fixed. But this increase is allowed only where wagon mine coal is shipped in box cars, and it cannot be charged by operators either of tiddle mines or of wagon mines who ship their product in open cars.

"Obviously, the intention was, as between open-top and box cars, to equalize the wagon mine loading cost and also the unloading cost at destination. Nevertheless, it is the contention of the complainant that the additional sum was intended to compensate the wagon mine operators, not only for car loading, but also for the wagon haul from the mine openings to the carrier's rails; and for that purpose it is equitable since the prevailing charge for such combined service is \$1 per ton. If that was the intention, however, the wagon mine operators who ship in open-top cars receive 75 cents a ton less than the complainant is authorized to charge. This difference in price not only exceeds what the complainant represents to be the additional expense to him of loading box cars, but also leaves a substantial margin to cover any additional cost of unloading such equipment. On 35 tons, which is about the minimum box car load it would amount to \$26.25.

"These considerations make it clear that the pecuniary disadvantage which the complainant formerly suffered has since been removed. Apart from this finding it is also clear from the evidence of record that, although in its nature a discrimination between shippers as a class, the practice of the defendant carrier nevertheless operates in the interest of the public as a whole, and in the light of such a result it is neither an unjust discrimination, nor is it unduly prejudicial within the meaning of Section III of the regulating statute. The complaint should be dismissed.

No exceptions were filed by the complainant. Neither did the parties appear by counsel when the case was set for oral argument on March 15. The case therefore stands committed, the examiner's report having been adopted and an order entered dismissing the complaint.

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## Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.		ORIGINATING DISTRICT			
Rate per Gross Ton of 2,240 lbs.		Connellsville	Fairmont	G'burg	Latsb're
Baltimore, Md.	2.15	2.00	2.15	2.15	2.15
Chester, Pa.	1.85	1.70	1.85	1.85	1.85
Harrisburg, Pa.	1.85	1.70	1.85	1.85	1.85
Johnstown, Pa.	1.85	1.70	1.85	1.85	1.85
Lebanon, Pa.	2.05	1.90	2.05	2.05	2.05
New York, N. Y. (St. N)	2.40	2.25	2.40	2.40	2.40
New York, N. Y. (Skiya)	2.50	2.35	2.50	2.50	2.50
Philadelphia	2.15	2.00	2.15	2.15	2.15
Sparrows Point	2.15	2.00	2.15	2.15	2.15
Steele, Pa.	1.85	1.70	1.85	1.85	1.85
South Bethlehem, Pa.	2.25	2.10	2.25	2.25	2.25
Sprague, N. Y.	2.30	2.15	2.30	2.30	2.30

TO ATLANTIC PORTS VIA P. R. R.		ORIGINATING DISTRICT			
Rate per Gross Ton of 2,240 lbs.		Connellsville	Fairmont	G'burg	Latsb're
Greenwich, local	1.90	1.75	1.90	1.90	1.90
Greenwich, export	1.70	1.55	1.70	1.70	1.70
South Atlantic P. O. D.	2.05	1.90	2.05	2.05	2.05
Hammond Cove	2.10	1.95	2.10	2.10	2.10
Greenville	2.10	1.95	2.10	2.10	2.10
Canton, Balto, local	1.90	1.75	1.90	1.90	1.90
Canton, Balto, export	1.85	1.70	1.85	1.85	1.85
To ATLANTIC PORTS VIA B. & O.					
St. George Coal Piers	2.40	2.25	2.40	2.40	2.40
St. George for Export	2.35	2.20	2.35	2.35	2.35
Philadelphia Coal Piers	1.90	1.75	1.90	1.90	1.90
Philadelphia for Export	1.70	1.55	1.70	1.70	1.70
Curtis Bay Piers	1.90	1.75	1.90	1.90	1.90
Curtis Bay for Export	1.85	1.70	1.85	1.85	1.85

The rate from the Fairmont District to Johnstown is 75c; Monongahela Railway to state line, 85c; below state line to Fairmont, 50c. The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania Railroad south of Rickettsville from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

TO WESTERN PORTS.		ORIGINATING DISTRICT			
Rate per Net Ton of 2,000 lbs.		Pittsburg	Upper	Lower	Connellsville
Canton, O.	2.10	2.00	2.10	2.10	2.10
Chicago, Ill.	2.05	1.95	2.05	2.05	2.05
Cleveland, O.	1.15	1.05	1.15	1.15	1.15
Columbus, O.	1.15	1.05	1.15	1.15	1.15
Detroit, Mich.	1.45	1.35	1.45	1.45	1.45
Indiana Harbor, Ind.	2.05	1.95	2.05	2.05	2.05
Toledo, O.	1.25	1.15	1.25	1.25	1.25
Youngstown, O.	.85	.75	.85	.85	.85
Lake Ports	.85	.75	.85	.85	.85

The Pittsburgh District includes points east as far as Latsb're and south on the Southwest Branch to and including Rickettsville; south to and including Brownsville and Brannell on the Pittsburgh, Virginia & Charleston railroad; eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southward to and including Brownsville on the New York Central lines.

The Connellsville District includes points east on the Southwest Branch of the Pennsylvania Railroad south of Rickettsville; on the Pittsburgh, Virginia & Charleston except Brannell and all Monongahela River railroad points; New Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



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## ONLY PLANTS OF FIRST IMPORTANCE IN THE WAR PROGRAM WILL GET COAL

Others Will Have Their Supply Very Much Curtailed, Is the Warning From Fuel Administration.

F. B. Noyes, who is directing the conservation campaign of the Fuel Administration, stated last week that, from the present outlook, the supply of manufacturers whose output is not of first importance in carrying out the nation's war program, or not absolutely essential to the public at large, will have to be seriously curtailed.

"The best and most patriotic way for business men to help now," Mr. Noyes said, "is to get wartime business in place of peace time business."

"The three or four railroads concentrated in a small area, with Pennsylvania and West Virginia as a center, deliver three-fourths of the coal of the country, and these three of four railroads must get this coal through a limited number of 'gateways' to serve the active war and the non-war industries in nearly a score of the Eastern and Middle Western states," he continued. "This creates at many points around the large coal regions what we call 'bottle necks'—railways leading into important industrial areas which cannot physically carry more than so many cars of freight per day.

"With the merchandise freight reduced to the lowest possible terms, it is found at several of these gateways that the coal which can possibly be moved through to the steel mills, to the powder mills, and to the big shipbuilding yards beyond, is less than is necessary to keep these plants running. 100 per cent, though not a pound were furnished to non-war industry in those districts.

"We are taking the big coal users first. The building material industry, outside of the structural steel, uses 32,000,000 tons of coal and puts 100,000,000 tons of freight on the railroads, so we are preparing to restrict building except when it is absolutely necessary. In fact, in every industry there has got to be a great curtailment, and in the things that are classed as luxuries there will be little consideration shown."

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## MADDOO PLACES ORDER FOR 30,000 COAL CARS COSTING 90 MILLIONS

To Be Completed for Fall and Winter Hauling; Order for 1,025 Locomotives Also Placed.

Orders for 30,000 box and coal cars to cost between \$30,000,000 and \$90,000,000 have been placed by Director General Maddoo with the American Car & Foundry company, at fixed prices which will represent about five per cent profit. Announcement of exact prices and specifications were withheld pending completion of contracts for construction of 70,000 additional cars by other manufacturers with whom John Skelton Williams, the railroad administration's director of purchases, is negotiating over prices.

Two styles of each kind of car were ordered. All will have steel bases and frames, but will contain a maximum of wood to save steel for the nation's shipbuilding program. They will be completed within six months, and be put into service for fall and winter hauling.

The American Car & Foundry company, it is understood, will distribute the car order among its various plants.

Contracts for 1,025 freight and passenger locomotives, the largest single order ever placed in the history of American railways, were let Tuesday to the American Locomotive company and the Baldwin Locomotive works.

The entire order represents a cost of about \$60,000,000, or an average price of a little less than \$60,000 for each locomotive. The profit to manufacturers, who will divide the work about equally, will be between 5 and 6 per cent, less than half the rate of profit represented in the original bids.

Six newly developed standard types of engines, with heavy and light size of each type, were ordered. Deliveries will begin in July and continue through the year, and most of the new engines, it is understood, will be assigned to Eastern roads.

New Mine Chief.  
W. J. Heathman of Maxine, Boone county, has been appointed chief of the department of mines in West Virginia to succeed Earl A. Henry, whose term of office expired December 31 last. The new chief, who was general manager of the Maxine Coal company, began his mining experience as a trapper boy.

## PATENTS

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## P. R. R. PUSHING

Third Liberty Loan Drive to the Utmost Among Its Employees.

All possible efforts to make the closing weeks of the Third Liberty Loan drive count to the utmost, are being put into the campaign among the working forces of the Pennsylvania Railroad system. East of Pittsburgh alone, more than 1,000 officers and employees are giving their services many hours overtime daily as volunteers, leading meetings, addressing "champion" officer forces and track gangs, and appealing individually to every man and woman on the railroad to help make the Third Liberty Loan "America's Answer to Autocracy."

While definite figures are not yet obtainable, all signs point to heavy subscription on the part of the employees.

A supply of bonds has been obtained in denominations of \$50, \$100 and \$1,000 each, to be turned over to employees paying for their bonds in full. This will be continued as fast as additional bonds can be obtained in order that employees buying outright may obtain possession of their bonds as promptly as possible.

## ANOTHER PURCHASE.

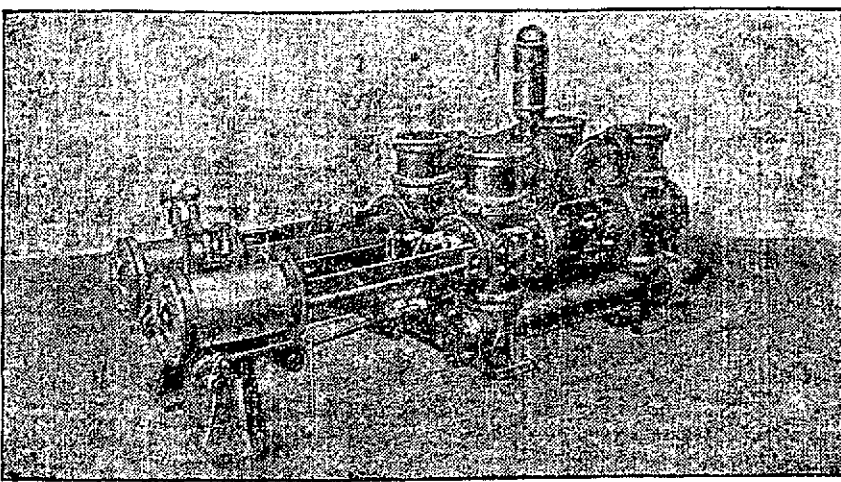
Of Washington County Coal Is Made by Lilly Coal & Coke Co.  
The Lilly Coal & Coke company of West Brownsville has purchased 200 acres of coal land east of Washington from the estate of John Shrontz. The purchase price was \$65,000.

The company had previously acquired several hundred acres in the immediate vicinity and is now preparing to sink a shaft.

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